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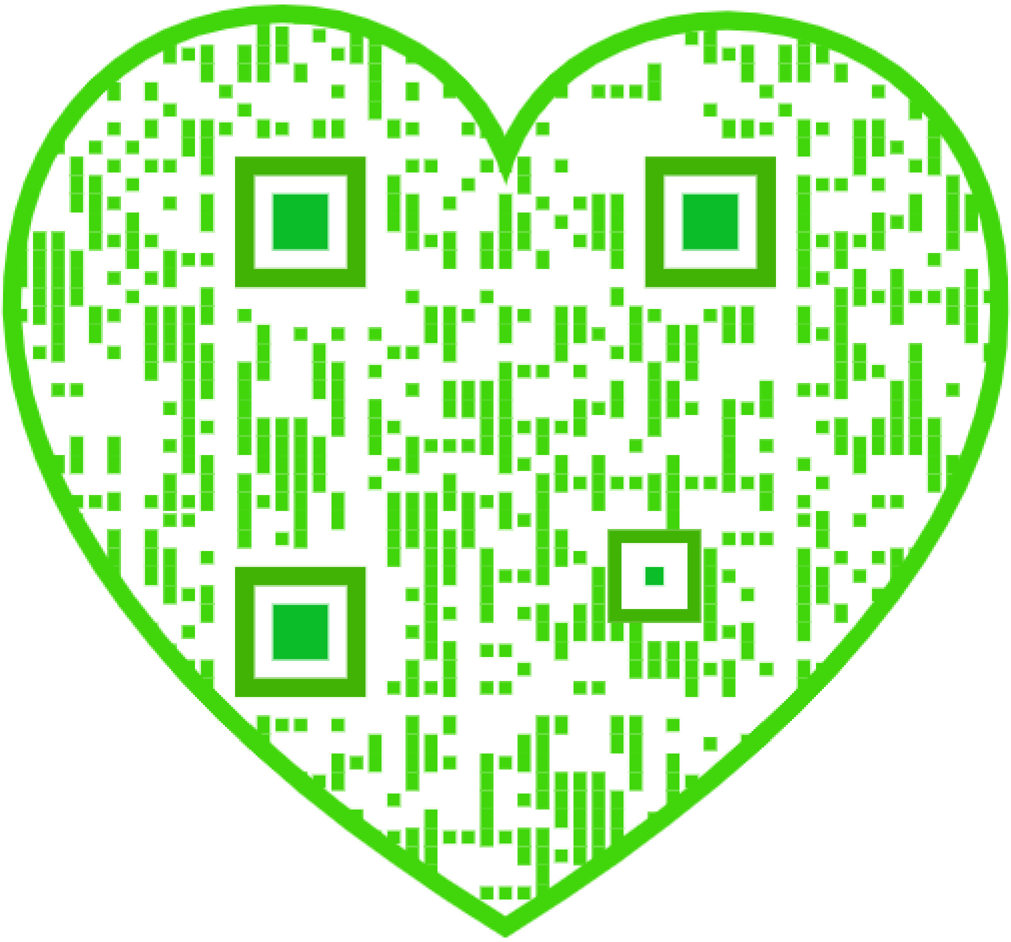

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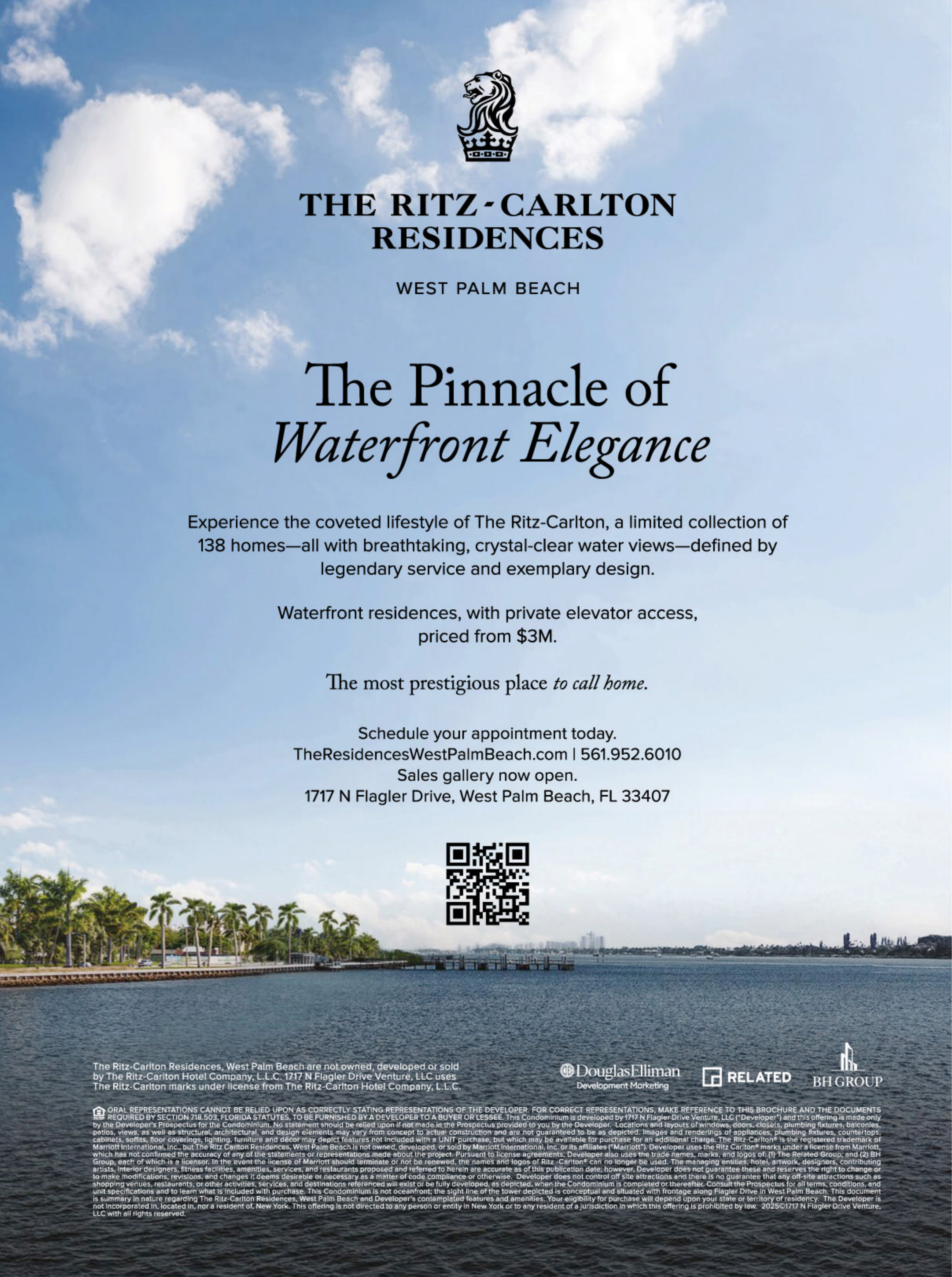

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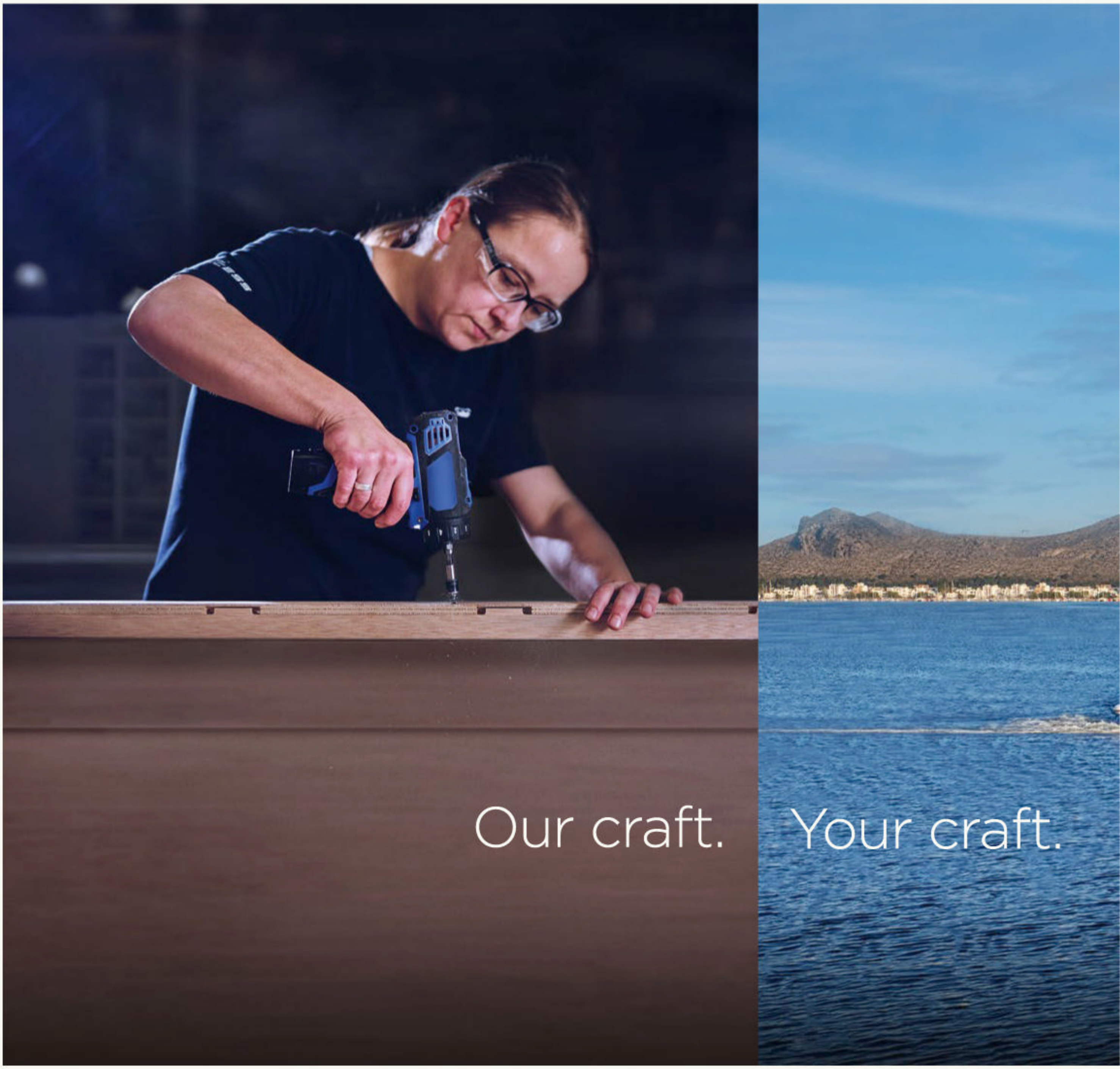
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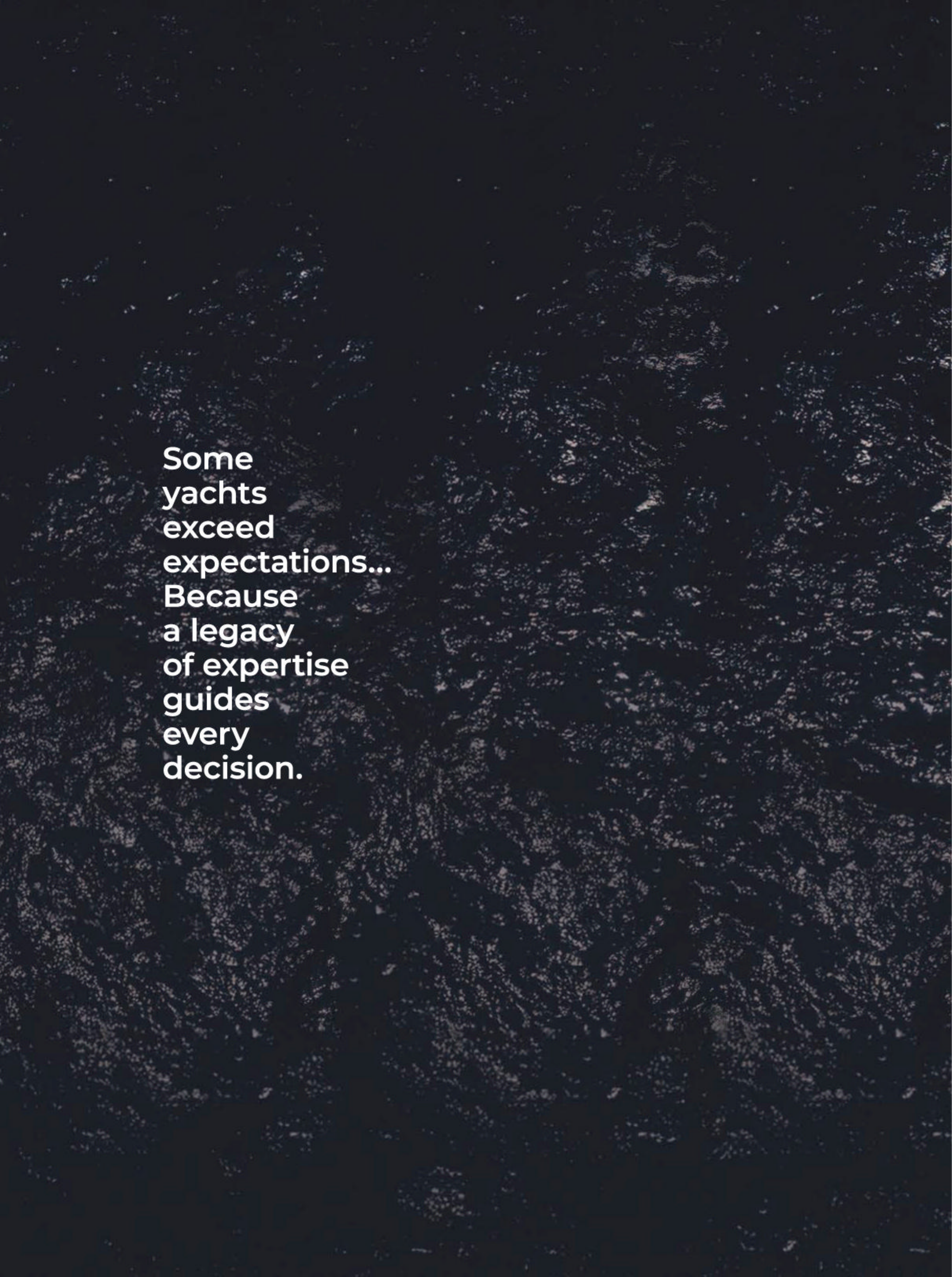

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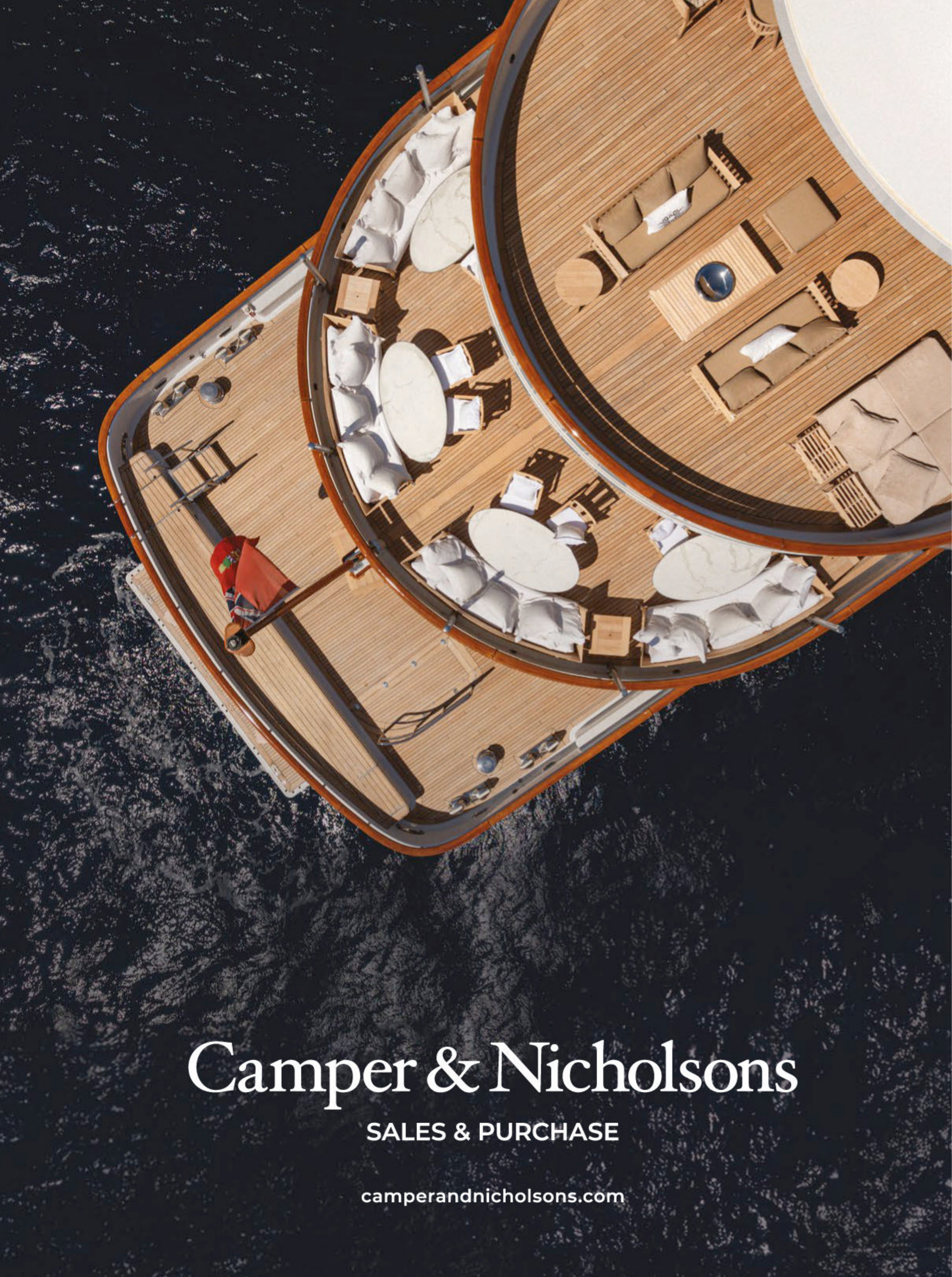
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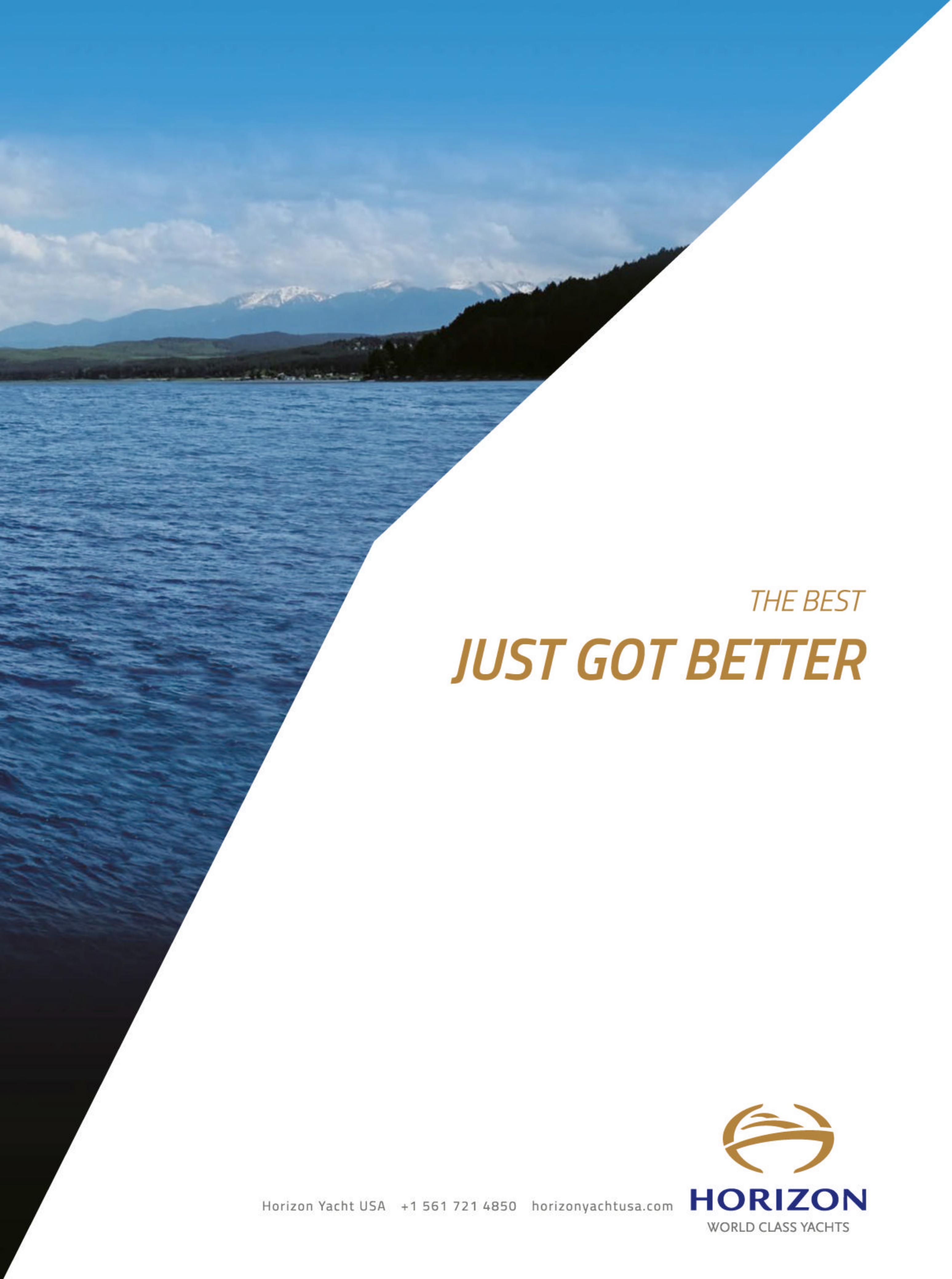

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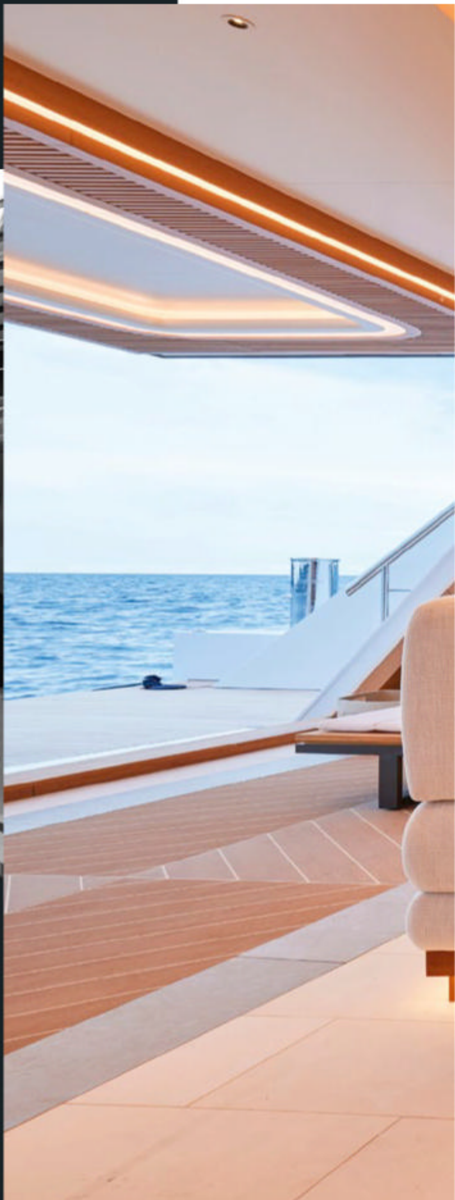

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>> Two of the yachts we feature in this issue draw heavily on the maritime heritage, with owners who enjoy gathering curiosities and antiques. They give their yachts' interiors a personal feel. *Akula*, a custom-designed 195-foot Rossinavi built in Italy (*page 134*), and *H2*, a custom catamaran constructed here in the United States, in the boatbuilding Mecca of Wanchese, North Carolina (*page 114*), have this in common. They also share their owners' ambitions to go around the world in pursuit of adventure. One is a catamaran, the other a monohull with hybrid propulsion. These are among the best options available today to go farther at a lower fuel cost on private motor yachts. But as you likely know, the yachting industry is exploring what comes next and, of late, stakeholders have had serious discussions around small nuclear reactors. Will that ever happen in the world of private yachts? It may not be possible except in narrow applications, but we are not afraid to ask challenging questions (*page 128*).

Cécile Gauert

PHOTOGRAPHY: RICARDO MEJIA

Josh Czachur

Josh is a British photographer specializing in superyacht and luxury property photography. Since 2016, he has been exclusively working with Breed Media, capturing yachts and high-end properties with his clean and bold aesthetic. For this issue, he collaborated with Jeff Brown of Breed Media to capture our cover shot of the 186-foot Heesen *Santosha*.

What did you enjoy most about the *Santosha* shoot?

The location at Sandy Cay near Nassau in the Bahamas

If you could photograph anyone or anything in the world, who or what would it be?

A Red Bull-style expedition shoot with mountaineering athletes such as skiers. That would be awesome

What's the most awkward situation you've ever been in while trying to get a shot?

Watching a drone drop into the ocean sucks!

What do you do to unwind?

I enjoy long-distance treks. The Everest base camp walk and the Torres del Paine National Park in Patagonia are my favorites to date

What was your first job and the worst job you ever had?

The first job I had was a paper round — and actually that was also the worst job I ever had

Risa Merl

A contributing editor to *BOAT International*, Risa writes about boats, travel and wellness. For this issue, she gets on board *Akula* (*page 134*) and interviews Michael "Big Mike" Miniea for our Owners' Club profile (*page 84*).

What impressed you most about Big Mike?

He's proof that taking the road less traveled can lead to a phenomenal life. From starting competitive powerboat racing at 13 years old to rebuilding a commercial vessel, he's always done things his own way and it's paid off in spades

What surprised you most about *Akula*?

How her rugged exterior belies the amazingly detailed interior that's brimming with nautical antiques from the owner's private collection. And how the interior materials were selected with environmental friendliness in mind

How many countries have you ever visited?

I'm just back from visiting my 52nd country, Oman, where I went to see a certain private yacht that we'll be covering in a future issue

Last book you read?

Blue Mind by Wallace J Nichols, which explores the fascination that humans have with being near the water — a feeling that everyone who loves yachts can relate to

Rebecca Cahilly-Taranto

Formerly the editor of the US edition of *BOAT International*, Rebecca and husband Richard co-founded Superyacht Creative, an agency specializing in superyacht content. For this issue, she brings us the fascinating story of catamaran *H2* (*page 114*).

Your favorite thing about *H2*?

How her owners shaped her. *H2* is an embodiment of their self-described "collector mentality," blending a lifetime of boating expertise with a deep passion for exploration

If you owned the yacht, where is the first place you'd go?

New Zealand's South Island. We would use the Robinson R44 to explore Fiordland National Park, dive the wreck of the *Mikhail Lermontov* in Marlborough Sounds and discover the undersea world with the Nemo sub

What would you change about the superyacht world?

I'd love to see a full resurgence of US boatbuilding. During the boom between 2005 and 2007, I got to visit every major US shipyard, which left a lasting impression

How do you like working with your husband?

We worked together before we became friends so, because of that foundation, it's pretty fun

Richard Taranto

Richard is the creative director at Superyacht Creative. He wears many hats, but his true passion lies in photography and directing superyacht shoots — which he did for this issue on *H2* (*page 114*).

What was on your mind when you were shooting *H2*?

I wanted to do her justice. *H2* is a passion build with so much intent and creativity

What was your most memorable shoot ever?

I recently traveled to Manzanillo, Mexico, to shoot for Alpha Yachts. It was an adventure, and the beauty and culture of Mexico and its people made it most enjoyable

What's on your bucket list?

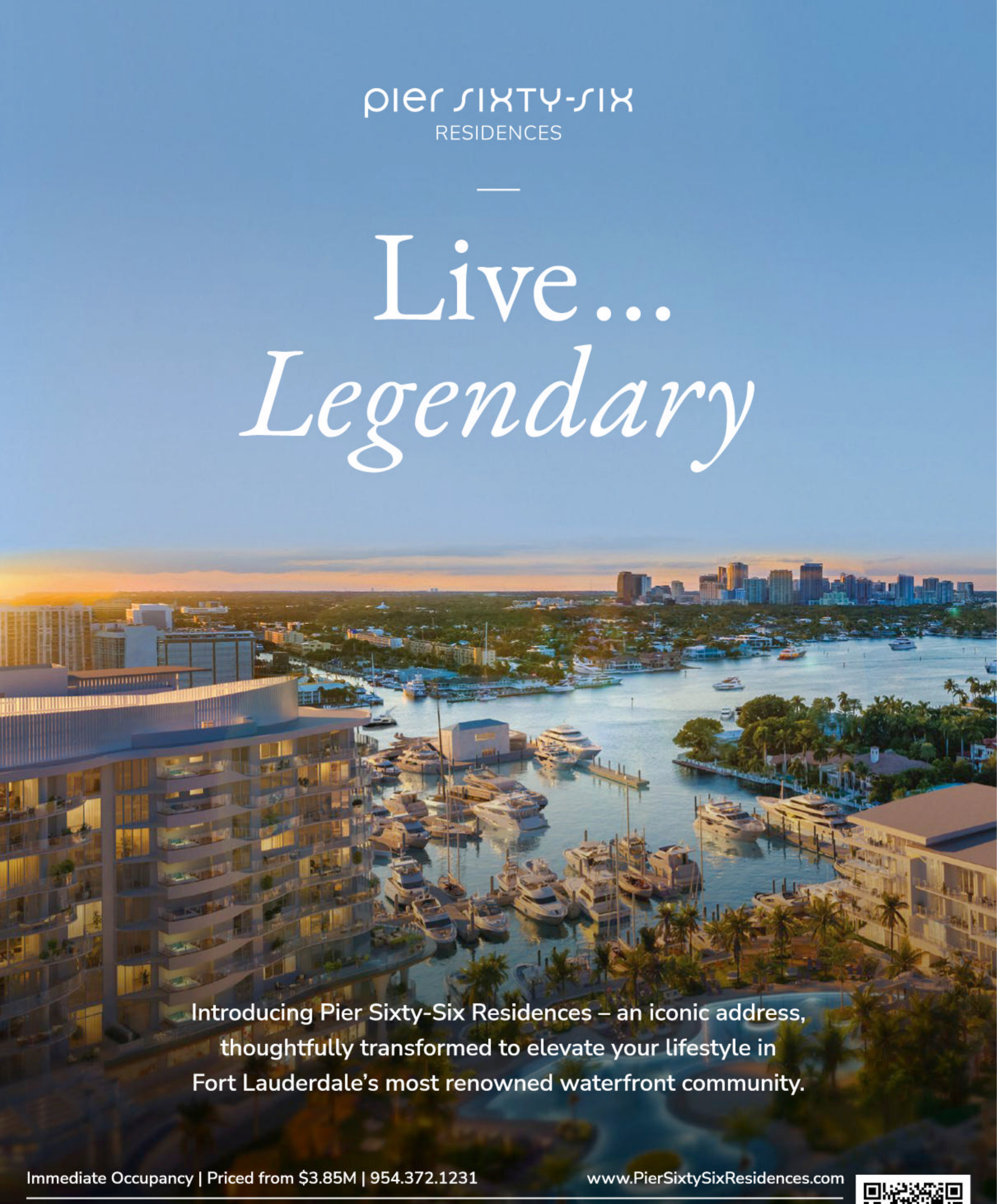
I just ran my first full marathon — that was at the top of the list. So now I think a major international marathon might be next

What drives you mad when traveling?

Probably the anxiety I get when packing and the constant need to check my gear. I even pull over on the way to the airport for one last check — it's madness

How do you like working with your wife?

I'm not sure I can take the bait here... But seriously, it's great! Rebecca is the glue that holds both our business and our family together



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Eye Opener

The Aga Khan IV, 1936 — 2025

Prince Karim al-Hussaini Aga Khan IV, who died in early February, is pictured here with his wife Salimah on their yacht off Porto Cervo, Sardinia, in 1971. The 49th hereditary Imam of the Ismaili Muslims, the Aga Khan is believed to be the direct descendant of the Prophet Muhammad. Prince Karim inherited this near-divine status at age 20 while studying Islamic history at Harvard University. He became a spiritual leader, business magnate and billionaire philanthropist through his Aga Khan Development Network, dedicated to the elimination of global poverty.

The Aga Khan was also renowned within the superyacht industry. In 1967, he co-founded the Yacht Club Costa Smeralda as a non-profit sporting association for fellow sailing enthusiasts. He also owned several yachts throughout his life, 164-foot *Alamshar* being perhaps his most famous. She was delivered in 2014 as the only all-gas-turbine-powered yacht in the world, after one of the longest construction periods on record, approximately 13 years. *Alamshar* can reach impressive top speeds of more than 45 knots (she reportedly reached between 60 and 70 in her prime), with naval architecture by the late Donald L Blount and a design by British studio RWD and Turin-based Pininfarina.

But his biggest claim to fame could very well be the creation of Costa Smeralda. He had a major hand in turning a pristine strip of land on Sardinia's northern coast into a sought-after summer playing ground for the yachting world.

"After my grandfather died I found the work so onerous, and there was so much misunderstanding here about the Imam and the Ismailis, that I felt I had to find a place where I could go and not be disturbed," he told *The Sunday Times* in 1965. "We found the place so beautiful, and we were so happy that we decided we had to be very careful... We hope that in 12 years' time we will get what we want out of the place: a nice property for ourselves, which at the same time does not lose money."

He certainly achieved that goal. The Aga Khan IV is succeeded by his eldest daughter Zahra and sons Rahim al-Hussaini Aga Khan and Aly Muhammad.

PHOTOGRAPHY
PATRICE PICOT/GAMMA-RAPHO VIA GETTY IMAGES

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On Board

REVEALING THE LATEST NEWS, TRENDS AND TECH

The luxurious Oceanco sleeps 12 guests and 26 crew members

NERO'S RETURN

Celebrated Oceanco *Alfa Nero* is relaunched into the global charter market

The award-winning 269-foot *Alfa Nero* makes her charter comeback this year, following a change of ownership and a refit. With all Mediterranean hot spots on the table this summer, the Monaco Grand Prix is high on the yacht owner's charter hit list. One of the Nuvolari Lenard-designed vessel's defining features is the infinity lap pool on an expansive aft deck, which morphs into a vast entertainment space. The Alberto Pinto interior mixes hardwoods, leathers and precious metals around works by Lichtenstein and Murakami. The upper deck owner's suite includes a private Jacuzzi and office complete with its own shower, while the panoramic gym comes with a dedicated therapist. Alfa Nero *is available for charter from $812,500 per week, northropandjohnson.com*

PHOTOGRAPHY: NORTHROP & JOHNSON

CHARTER NEWS

This month's news focuses on charter yachts. *Julia Zaltzman* rounds up a few exciting newcomers and comeback kids

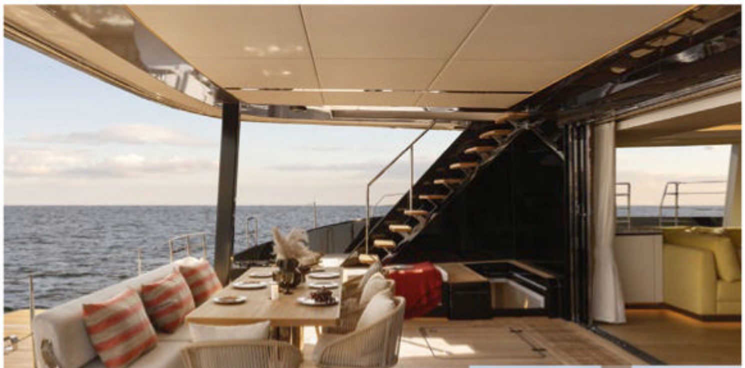
King Benji is geared for adventure with her generous outdoor spaces and expansive toy chest

King Benji

From €270,000 per week;
154ft Dunya Yachts, 2024;
10 guests, 9 crew; Croatia and Italy

With an award-winning exotic interior by British studio Design Unlimited, *King Benji* stands out for its fun looks and original layout. The open galley puts the chef, a key figure in the charter experience, on full display with a breakfast/lunch table perfect for tastings or casual meals. A custom Headhunter tub on the private owner's foredeck has a cold plunge pool and a hot spa pool in one, ideal for restoring muscles after an active day. Equipped with a 20,000-pound capacity crane, four 300-horsepower offshore exploration jet skis and a 40-foot Nor-Tech tender, *King Benji* is ready for adventure. More info is available at *yachtkingbenji.com*.

King Benji *is available for charter via Cecil Wright*



The Idler

**From €90,000 per week;
78ft Sunreef Yachts, 2024;
8 guests, 4 crew; Mediterranean**

The first Sunreef ECO 80 sailing yacht for charter, *The Idler* has an attractive, relaxed interior that matches its gentle nature. With electric drives and solar panels, it offers silent cruising and an Eco mode, which includes up to 211 gallons of fuel, allowing sailing between destinations and electric drive use only to maneuver into anchorages and ports. A beam of nearly 38 feet yields a great entertainment area inside and out. Part of the extensive toy collection is a hydrophone to listen to marine life. Fresh from the Caribbean, it will charter in Italy in the latter part of June.

The Idler *is available for charter with diYachting from 2025*

Charters on the rise

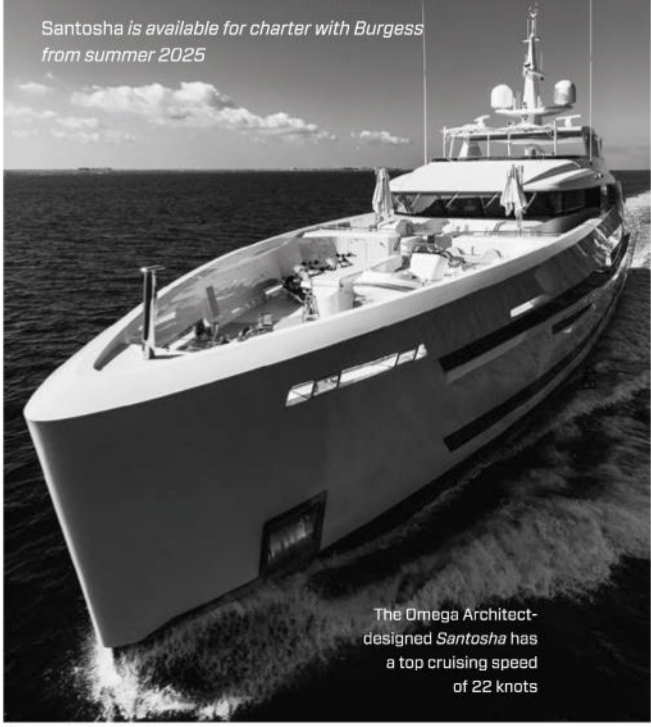
Following a dip in 2020 caused by the Covid-19 pandemic, the number of charter bookings has surged, rising more than 70 percent between 2021 and 2024, according to Yachtfolio data. In 2024, the number of bookings reached 12,524, up 3.7 percent from the previous year.

Santosha

**From $400,000 per week;
186ft Heesen Yachts, 2024;
12 guests, 13 crew; Mediterranean**

The first vessel in Heesen's new 186-foot all-aluminum series has an interior design that embodies contentment and balance. The design uses sustainable materials, such as FSC-certified wood and recycled carpets, including in the nearly 750-square-foot owner's suite. Art pieces add a playful touch, while full-height windows and far-reaching views bring an indoor-outdoor aesthetic to the onboard Mediterranean lifestyle. For our full feature on *Santosha*, see page 92.

Santosha *is available for charter with Burgess from summer 2025*



The Omega Architect-designed *Santosha* has a top cruising speed of 22 knots

SPOTLIGHT **NEW TO THE MARKET** Listings by *Holly Margerrison*

PROJECT MASTER

€99,500,000

For sale with **Fraser**, a conversion project underway at Icon Yachts is transforming the offshore rescue ship *Ocean Ness* into a 228-foot explorer yacht.

CONDOR A

€6,350,000

Newly listed with **Camper & Nicholsons**, the 139-foot Tecnomar was built for an experienced owner in 2009 and has only been used privately since. She had a refit in 2024.

JAGUAR

€21,500,000

The 184-foot Benetti has rejoined the market with **Fraser** and **Edmiston**. She sleeps 14 guests, with a full-beam main-deck master with an office and private gym access.

NEXT CHAPTER

$3,495,000

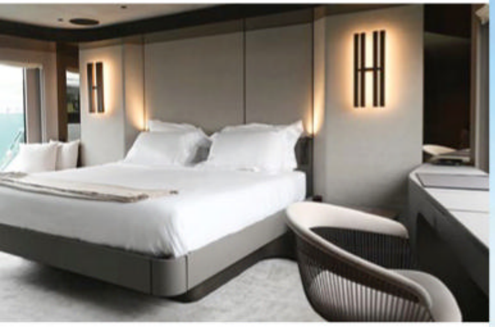
Listed for sale in "like-new condition" with **IYC**, the 97-foot Hargrave joins the market following a comprehensive refit. The yacht boasts exceptional exterior space.

MERELEY I

€13,950,000

Built on spec and launched in 2024 by AES Yacht, the 114-foot pocket explorer designed by Hot Lab rejoins the market with new central agent **Northrop & Johnson.**

PHOTOGRAPHY: JEFF BROWN/BREED MEDIA



The full-beam master features expansive windows that bring in lots of natural light

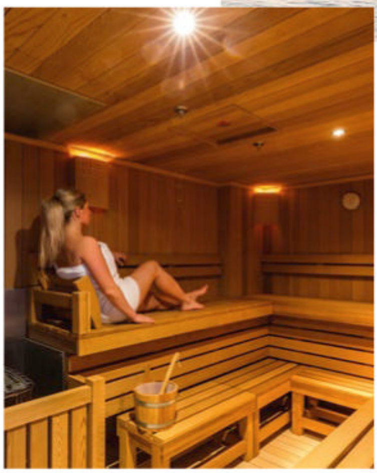
ALMA III

From €105,000 per week;
98ft Azimut, 2024;
10 guests, 5 crew; Mediterranean

Alma III is the only Azimut Magellano 30 on the charter market. Praised for her award-winning layout and capable of far-flung cruising, she's the ideal platform for families and groups of friends looking for adventure in a small package. The exterior design by Ken Freivokh includes a large main deck and sundeck, each with various lounging areas and inviting al fresco dining options. With one master suite and two VIPs, arguments over cabin space are a thing of the past. The yacht's dual-mode hull design also makes it the smoothest of rides for even the most delicate of stomachs, while low consumption ensures the experience is kinder on both planet and wallets.

Alma III *is available for charter with Fraser Yachts from 2025*

Polestar offers an excellent wellness program, with a fully equipped spa and extensive toy collection



POLESTAR

From €720,000 per week;
230ft Rossinavi, 2021;
12 guests, 18 crew; Mediterranean

For a charter rotating around leisure and wellness, *Polestar* is aptly named. The spa includes a sauna, hammam and bespoke massage room. Then there's the fully equipped gym, rounded off with a beach club decked out with every conceivable water toy, from flyboards and jet skis to towables and skurfboards. With her ice-classed hull and a 3,000-nautical-mile range, *Polestar* is just as capable of cruising the Norwegian fjords as she is sitting pretty anchored off Capri.

Polestar *is available for charter with Cecil Wright from 2025*

EVENT

2025 World Superyacht Awards

The 20th World Superyacht Awards, in association with Acquera Club, The Italian Sea Group and Maddox, will return to Venice on May 2-3, 2025. The event is distinguished from other yacht awards thanks to a judging panel comprising current and former superyacht owners. Buy tickets at *worldsuperyachtawards.com*

PHOTOGRAPHY: QUIN BISSET/STUDIO ILLUME; COURTESY OF FRASER YACHTS

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WINNER
TELLI | CUSTOM LINE NAVETTA 38
Outstanding Exterior Design - Motor Yachts 24m to 41.9m
Best Interior Design - Motor Yachts, 499GT and below, 24m to 39.9m
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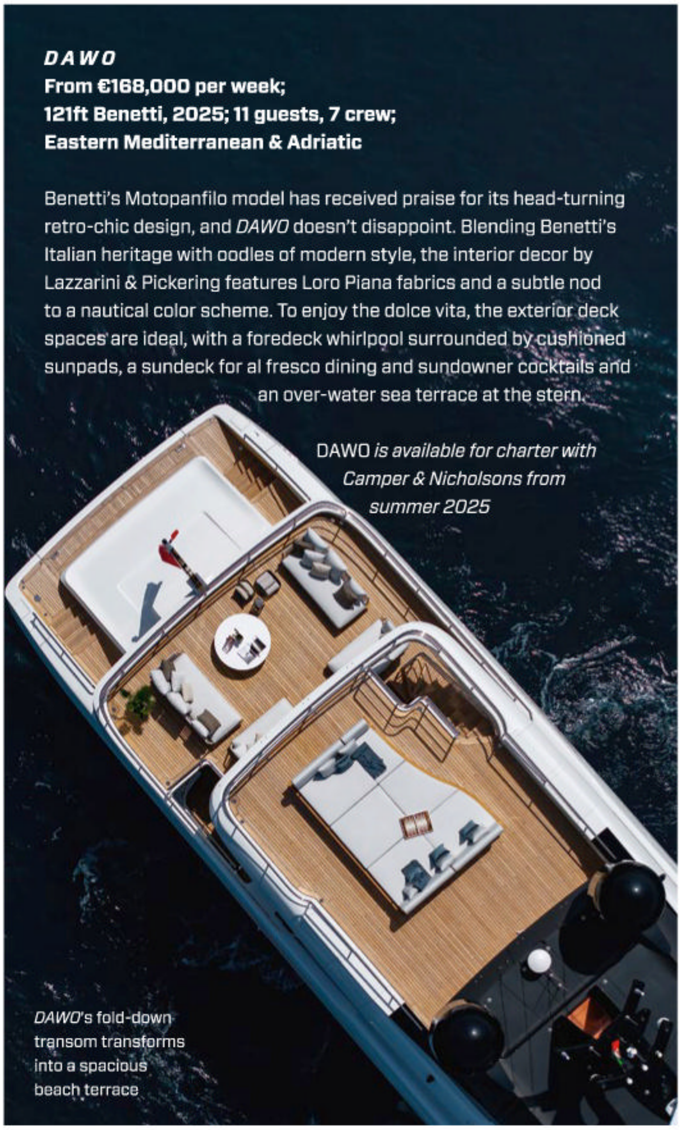

DAWO

From €168,000 per week;
121ft Benetti, 2025; 11 guests, 7 crew;
Eastern Mediterranean & Adriatic

Benetti's Motopanfilo model has received praise for its head-turning retro-chic design, and *DAWO* doesn't disappoint. Blending Benetti's Italian heritage with oodles of modern style, the interior decor by Lazzarini & Pickering features Loro Piana fabrics and a subtle nod to a nautical color scheme. To enjoy the dolce vita, the exterior deck spaces are ideal, with a foredeck whirlpool surrounded by cushioned sunpads, a sundeck for al fresco dining and sundowner cocktails and an over-water sea terrace at the stern.

DAWO *is available for charter with Camper & Nicholsons from summer 2025*

DAWO's fold-down transom transforms into a spacious beach terrace

The 132ft *Ellen* features a mix of classic design and modern amenities

ELLEN

From €75,000 per week;
132ft Perini Navi, 2001/24;
9 guests, 6 crew; Mediterranean

Fresh from a 2024 refit, *Ellen* is a classic Perini Navi ideal for exploring the coasts of Italy and France. Warm cherry wood and exquisite carvings enhance the interior with its spacious salon and dining area. More dining is on deck, alongside lounging and sunbathing areas on the upper deck. While the focus is sailing, the onboard toys — including a new 21-foot Joker Barracuda tender, a selection of inflatables and boards and a Jobe floating island — ensure the fun continues at anchor.

Ellen *is available for charter with Denison for August and September 2025*

SPOTLIGHT SERIOUSLY FOR SALE

CAIPIRINHA

$52,880,000

Delivered in 2009, the 197-foot Lürssen has had a $7,110,000 price drop as she rejoins the brokerage market with **Burgess** and **SuperYachtsMonaco**.

SODAN

€12,950,000

The 126-foot Custom Line had a further €1,550,000 price reduction, listed for sale with **Burgess**. Hull No 8 in the 120 series, she was launched in 2023.

KASIF

€19,500,000

The 137-foot Bilgin, listed for sale with **Fraser**, has received a €1,400,000 price reduction. The full-displacement steel hull yacht was delivered in 2023.

MILLESIME

€6,500,000.

Listed for sale with **Pelagia Yachting**, the 121-foot Couach has had a further €1,490,000 price drop. She has a welcoming aft deck and large sundeck.

MINI Y

€6,750,000

Delivered from Baltic Yachts in 2018, the 85-foot sloop has had a price drop of €500,000, listed for sale with **Edmiston**. Lightweight, she can sail at 15 knots.

PHOTOGRAPHY: COURTESY OF CAMPER & NICHOLSONS; BLUEIPROD

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On *Oguz Khan* guests can access the swim platform directly from their cabins

OGUZ KHAN

From €175,000 per week;
166ft Bodrum Oguz Marin, 2025;
12 guests, 10 crew; Mediterranean and Adriatic

Built for high-performance sailing but with generous spaces, *Oguz Khan* will be available to cruise the Eastern Mediterranean, Adriatic, Italy and France after July. The Turkish yacht is a modern take on a classic design with pared back deck areas that feature oversized sunpads, outdoor dining and a flybridge with a second helm and plunge pool. The interior features jazz club vibes. The main salon has a cozy lounge area with a cocktail bar, piano and a formal dining area. On the lower deck, rich wood tones and earthy greens create a relaxing and calming ambience.

Oguz Khan *is available for charter with Ocean Independence from July 2025*

Dockwalk
CREW CREATOR AWARDS 2025

The winners of the inaugural Crew Creator Awards have been announced. The program, organized by *Dockwalk*, celebrates and recognizes the exceptional achievements of yacht crew, professionally and beyond. Congratulations to all the winners!

Enterprise of the Year
For innovative businesses founded by current or former crew.
WINNER: Oceanform

Initiative of the Year
Honoring impactful non-profit efforts by active crew.
WINNER: Dock, Walk and Donate

Crew Creator of the Year
Recognizing creative and engaging content in the yachting world.
WINNER: Madison Steadman
Judges' Commendation: Captain Kelly Gordon

Svalbard charter activities include dog sledding, snorkeling with seals and glacier hiking

Svalbard's new regulations

The Norwegian government introduced new environmental regulations to protect the archipelago's fragile Arctic ecosystem. The changes include passenger limits, helicopter restrictions and bans on drones, breaking fast ice and attracting or disturbing polar bears. Superyachts will need to adhere to safely explore Svalbard's surrounding waters and avoid infringement fees. Hiring a specialist guide and/or getting in touch with the Association of Arctic Expedition Cruise Operators before planning your voyage are good strategies.

EVENT

Barcelona Golf Invitational

The second Barcelona Golf Invitational, presented by *BOAT International* and Voly Group, will take place May 14–15, 2025. The event will bring together yacht owners, captains and the industry for a friendly tournament at one of Spain's premier golf resorts. *boatint.com/luxuryevents*

PHOTOGRAPHY: COOKSON ADVENTURES

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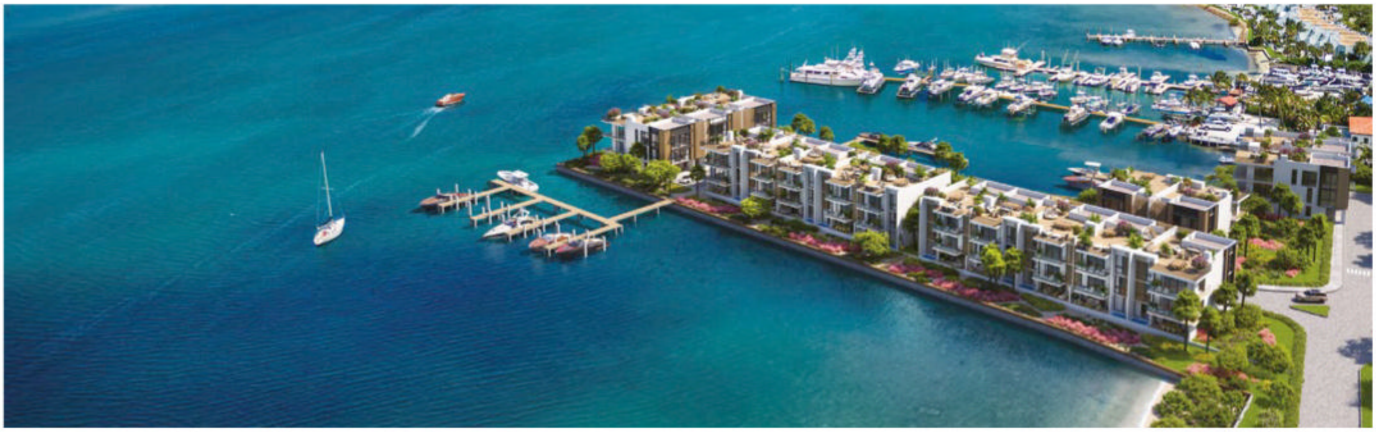

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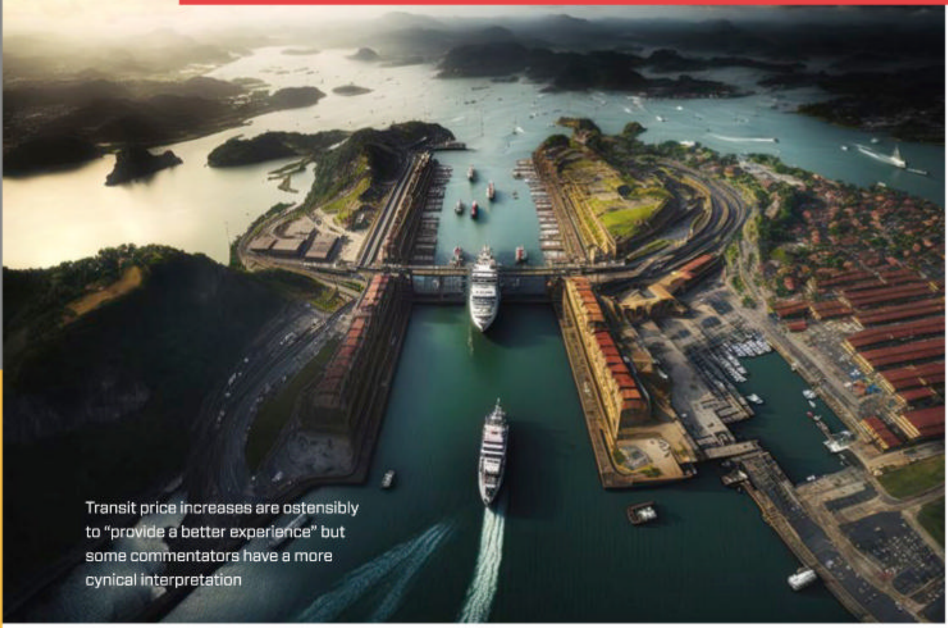


Transit price increases are ostensibly to "provide a better experience" but some commentators have a more cynical interpretation

President Trump says the Panamanian government is "severely overcharging" US ships

Feeling the squeeze

How will superyachts be affected by new price increases to transit the Panama Canal?

In a typical year, between 13,000 and 14,000 ships use the Panama Canal to travel between the Atlantic and Pacific oceans, but in 2023, a record dry spell forced the Panama Canal Authority (ACP) to lower its daily capacity by nearly half to conserve the water of Gatún Lake used to operate the locks.

The disruption caused a significant backlog on either side, with delays of up to three weeks. Several vessels without a pre-booked transit tried to secure a last-minute slot via the ACP's auction system, but the surge in demand drove prices as high as $4 million from base prices of $15,000 to $93,500, depending on vessel size.

By the end of November, BOATPro's Global Fleet Tracker indicated a 50 percent decline in superyacht crossings compared to the previous year – though the disruption was short-lived. Following the return of the rainy season last year, BOATPro showed a complete recovery in traffic within one year of the restrictions, and according to Hill Robinson general manager Giles Hunt, private yachts would likely not have felt many drought effects. "Cruising itineraries are planned fairly far in advance, especially for travel to the Pacific, [so] I don't think owners would have been affected much at all," he explained. But the event highlighted how much operators are willing to pay, in extremis at least.

In 2025, yachts are facing price increases and additional fees. The most vocal critic is Donald Trump, who accused the Panamanian government of "severely overcharging" American ships, among other issues.

As of January 1, "regular vessels" with a beam less than 91 feet must pay a reservation fee of $12,000, up from $10,500. The ACP has also implemented charges for cancellations and booking modifications to provide "a better experience" and ensure efficient use of canal resources; however, freight analyst Ross Griffith feels the increase is somewhat arbitrary.

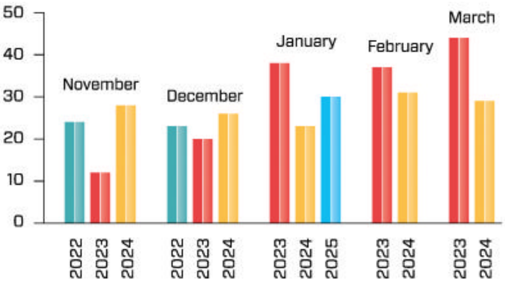
"You might say it sounds like [the ACP] is making more money now, so why would they want to change [the system] back when shippers are willing to pay these new costs," Griffith says. "The ACP might also be responding to the fact that vessels are routing away from the Suez Canal, which might be giving them more confidence about raising their prices."

The ACP appears to be targeting sectors with larger vessels. Barrett Wright, president of Hill Robinson's US division, says private yacht fees are rising comparatively slower and should not pose too much trouble for owners.

50%

The decline in superyacht crossings January to November 2023 compared to the same period in 2022

Number of yacht transits (79ft+)



Brokerage market insights

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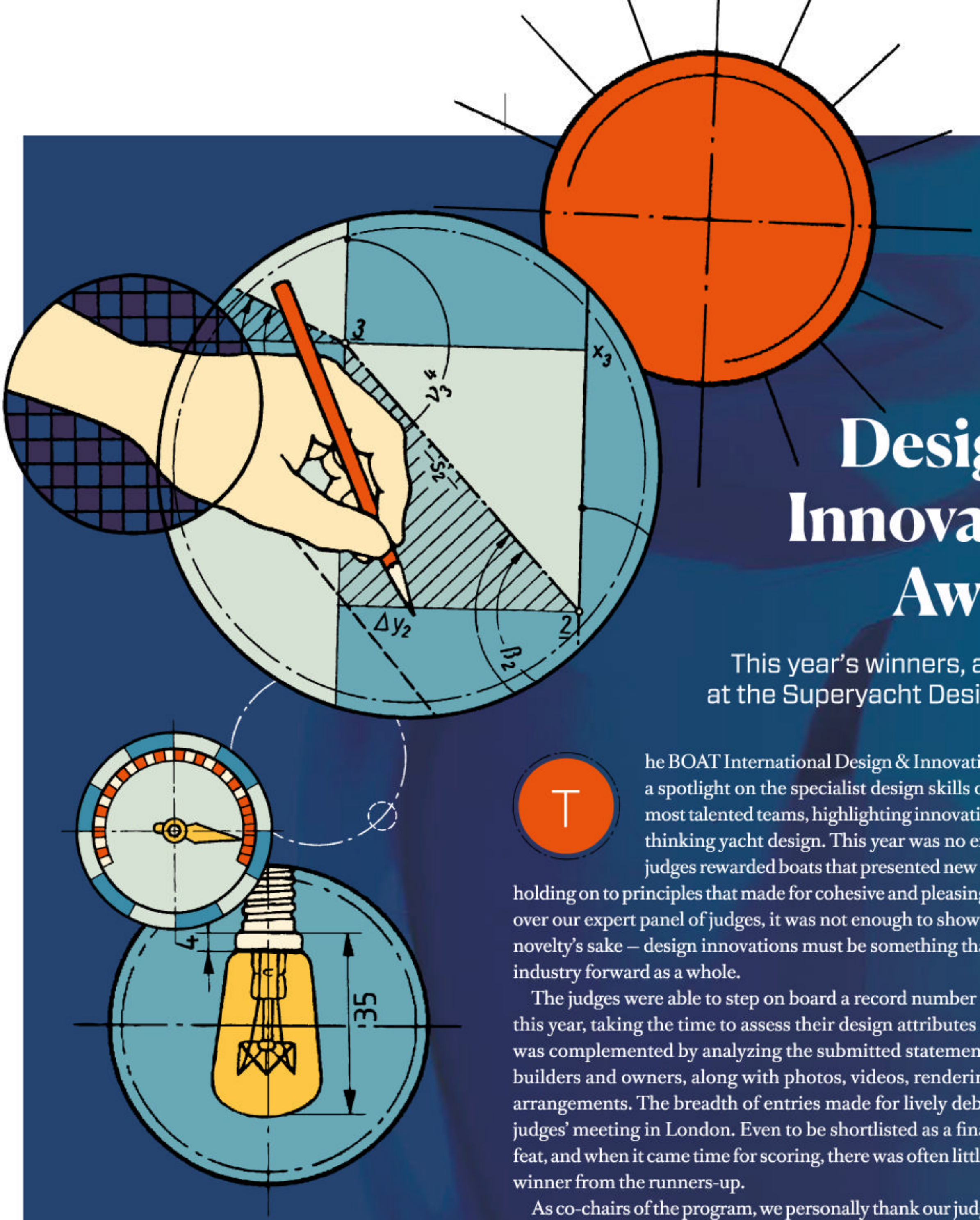

Design & Innovation Awards

This year's winners, as revealed at the Superyacht Design Festival

The BOAT International Design & Innovation Awards puts a spotlight on the specialist design skills of the industry's most talented teams, highlighting innovative and forward-thinking yacht design. This year was no exception, as the judges rewarded boats that presented new ideas, while still holding on to principles that made for cohesive and pleasing design. To win over our expert panel of judges, it was not enough to showcase novelty for novelty's sake – design innovations must be something that will move the industry forward as a whole.

The judges were able to step on board a record number of yacht entries this year, taking the time to assess their design attributes first hand. This was complemented by analyzing the submitted statements of designers, builders and owners, along with photos, videos, renderings and general arrangements. The breadth of entries made for lively debates during the judges' meeting in London. Even to be shortlisted as a finalist is a worthy feat, and when it came time for scoring, there was often little separating the winner from the runners-up.

As co-chairs of the program, we personally thank our judges, all of whom volunteer their time, for their unwavering dedication and the wealth of knowledge they bring. We also greatly appreciate the designers and shipyards for making the effort to submit their work.

Cecile Gauert, editor *BOAT International*, US Edition
Charlotte Hogarth-Jones, executive editor, *BOAT International*

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>>

Outstanding Exterior Design, Motor Yachts 24m to 41.9m

◄ **TELLI** 127FT (38.8M)
Exterior designer **Filippo Salvetti Design**
Naval architect **Custom Line**
Builder **Custom Line**

Outstanding Exterior Design, Motor Yachts 42m to 51.9m

▲ **SAN** 148FT (45M)
Exterior designer **Sinot Yacht Architecture & Design**
Naval architect **Lateral Engineering** Builder **Alia Yachts**

Outstanding Exterior Design, Motor Yachts 52m to 69.9m

▲ **SANTOSHA** 186FT (56.7M)
Exterior designer **Omega Architects**
Naval architect **Heesen Yachts / Van Oossanen**
Naval Architects Builder **Heesen Yachts**

Outstanding Exterior Design, Motor Yachts 70m and above

◄ **KISMET** 400FT (122M)
Exterior designer **Nuvolari Lenard**
Naval architect **Lürssen** Builder **Lürssen**

THE JUDGES

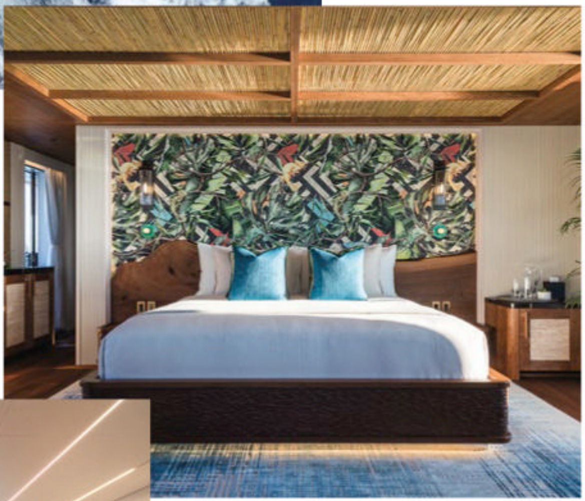
CRISTINA DE BASTO, vice president, De Basto Designs; JOZEPH FORAKIS, founder & president, Jozeph Forakis Design; CHRIS GARTNER, yacht captain; CLAIRE GERMAN, CEO, Design Centre

Outstanding Exterior Design, Sailing Yachts

◄ **RAVEN** 111FT (34M)
Exterior designer **Jarkko Jämsén - Aivan**
Naval architect **Botin Partners Naval Architecture**
Builder **Baltic Yachts**

Best Interior Design, Motor Yachts 499GT and below, 24m to 39.9m

▲ **TELLI** 127FT (38.8M)
Interior designer **ACPV Architects**
Naval architect **Custom Line**
Builder **Custom Line**

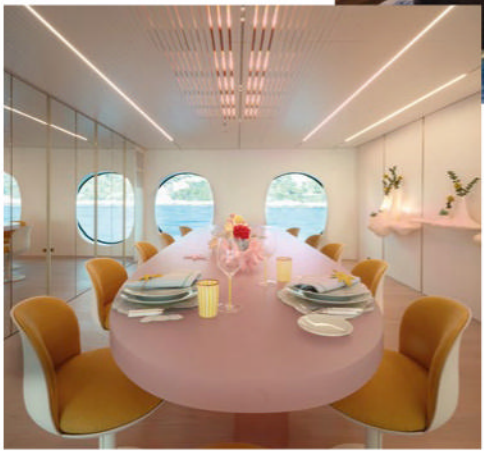


Best Interior Design, Motor Yachts 500GT and above

▼ **KASPER 7** 220FT (67M)
Interior designer **Askdeco**
Naval architect **Benetti**
Builder **Benetti**

Best Interior Design, Motor Yachts 499GT and below, 40m and above

◄ **KING BENJI** 153FT (46.7M)
Interior designer **Design Unlimited**
Naval architect **Gregory C Marshall Naval Architect** Builder **Dunya Yachts**



Best Interior Design, Sailing Yachts

RAVEN 111FT (34M) ►
Interior designer **Jarkko Jämsén - Aivan**
Naval architect **Botin Partners Naval Architecture**
Builder **Baltic Yachts**

Chelsea Harbour, London; FABRIZIO GIUGIARO, president & creative director, Giugiaro Architettura; TIM GOSLING, director, Gosling Limited; STUART KING, director, Technical Marine UK

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>>

Best Naval Architecture, Semi-Displacement or Planing Motor Yachts

▲ **SPECIAL ONE** 171FT (52M)
Naval architect **Vripack**
Builder **Royal Huisman**

Best Naval Architecture, Displacement Motor Yachts

KASPER 7 220FT (67M)
Naval architect **Benetti**
Builder **Benetti**

Best Naval Architecture, Sailing Yachts

▶ **RAVEN** 111FT (34M)
Naval architect **Botin Partners Naval Architecture**
Builder **Baltic Yachts**

PHOTOGRAPHY: GUILLAUME PLISSON; TOM VAN OOSSANEN; GIULIANO SARGENTINI; DRONE ACTIVITY: NAUTOR SWAN

THE JUDGES

CYRIL LE SOURD, co-founder, SPARK Marine; **SABRINA MONTELEONE-ØINO**, founder, Sabrina Monte-Carlo; **MARILYN MOWER**, former chair of the awards; contributing editor, *BOAT International*;

Best New Series

CANTIERE DELLE MARCHE FLEXPLORER 146
145FT (44.3M) ▶
Exterior designer **Hydro Tec**
Interior designer **Francesco Paszkowski Design in collaboration with Margherita Casprini**
Naval architect **Hydro Tec**
Builder **Cantiere delle Marche**

Multihull of the Year

ARTEXPLORER ▶
153FT (46.5M)
Exterior designer **Axel de Beaufort & Partners**
Interior designer **Axel de Beaufort & Partners**
Naval architect **Axel de Beaufort & Partners / Guillaume Verdier Architecture Navale**
Builder **Perini Navi - The Italian Sea Group**

JUDGES' COMMENDATION

Best New Series

▲ PRINCESS S80 83FT (25.4M)
Exterior designer **Princess Yachts in partnership with Olesinski** Interior designer **Princess Yachts** Naval architect **Princess Yachts in partnership with Olesinski** Builder **Princess Yachts**

Eco Award

◀ DREAMCATCHER
87FT (26.5M)
Hybrid electric propulsion system
Naval architect **Frers Naval Architecture & Engineering**
Builder **Nautor Swan**

editor, *Life Under Sail*; MERFYN OWEN, partner, Owen Clarke Design; GUILLAUME ROLLAND, principal, Liaigre; JAMES ROY, managing director, Lateral Naval Architects

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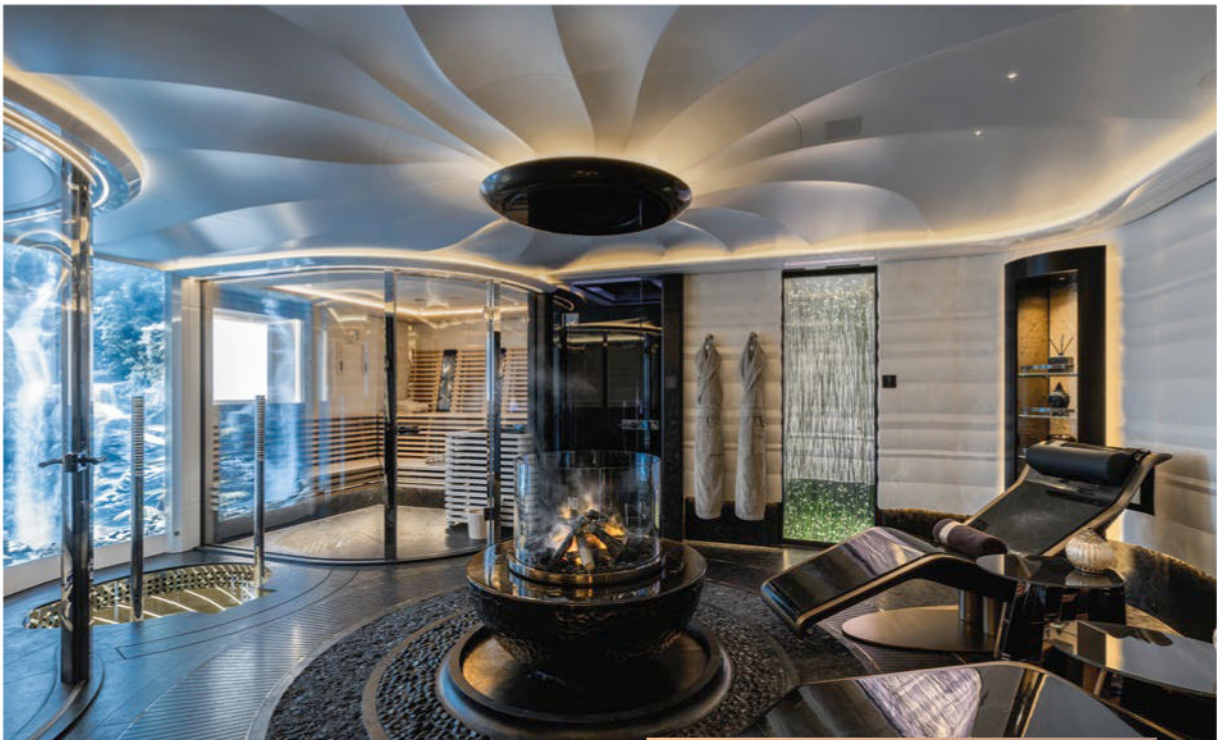
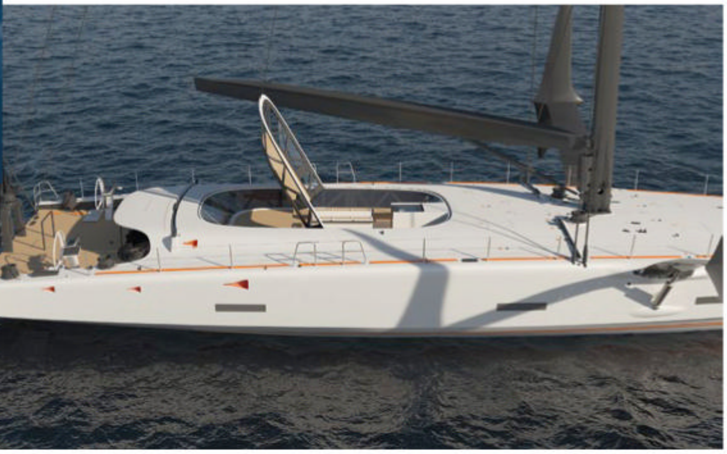


Outstanding Lifestyle Feature

▲ **KISMET**
400FT (122M)
Spa and wellness area
Interior designer
Reymond Langton Design
Naval architect **Lürssen**
Builder **Lürssen**

Innovation of the Year

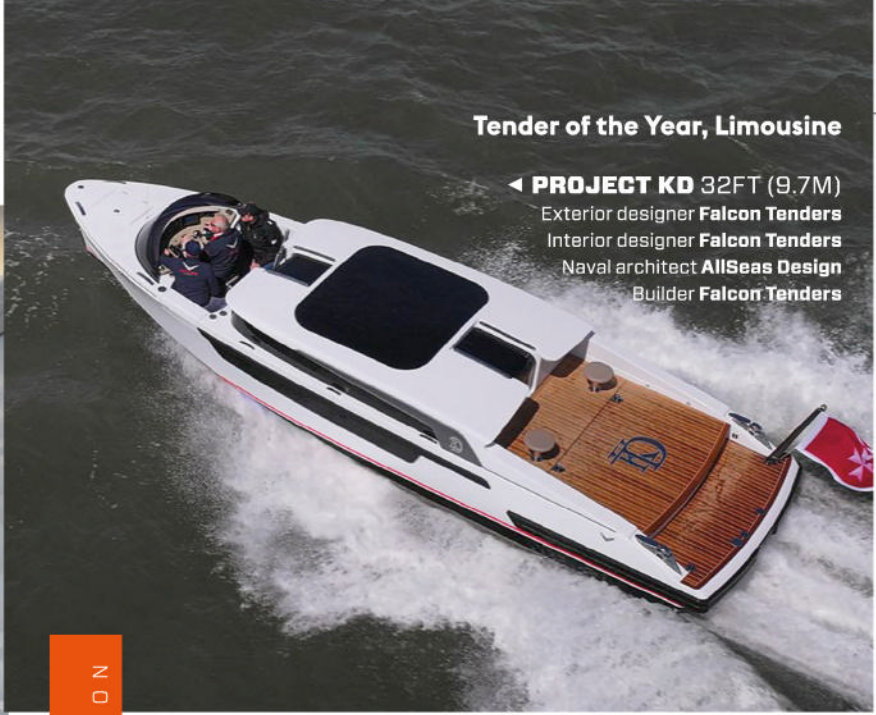
▶ **RAVEN** 111FT (34M)
Guest cockpit bird's nest
Exterior designer **Jarkko Jämsén — Aivan**
Naval architect **Botin**
Partners Naval Architecture
Builder **Baltic Yachts**



PHOTOGRAPHY: BLUEIPROD; JARMO POHJANIEMI; BALTIC YACHTS; MARK LLOYD/LLOYD IMAGES; DICK HOLTHUIS; HARRY TIGERITIGER CO; TIM BARKER

THE JUDGES

SAM SORGIOVANNI, yacht designer, Sorgiovanni Designs; SALLY STOREY, owner & design director, Lighting Design International; GIORGIO VAFIADIS, founder, Studio Vafiadis



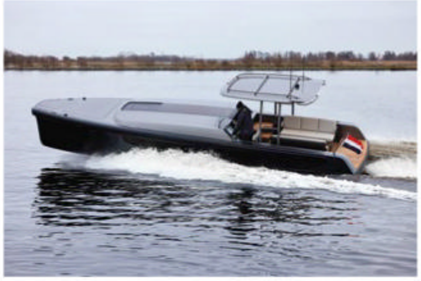
Tender of the Year, Limousine

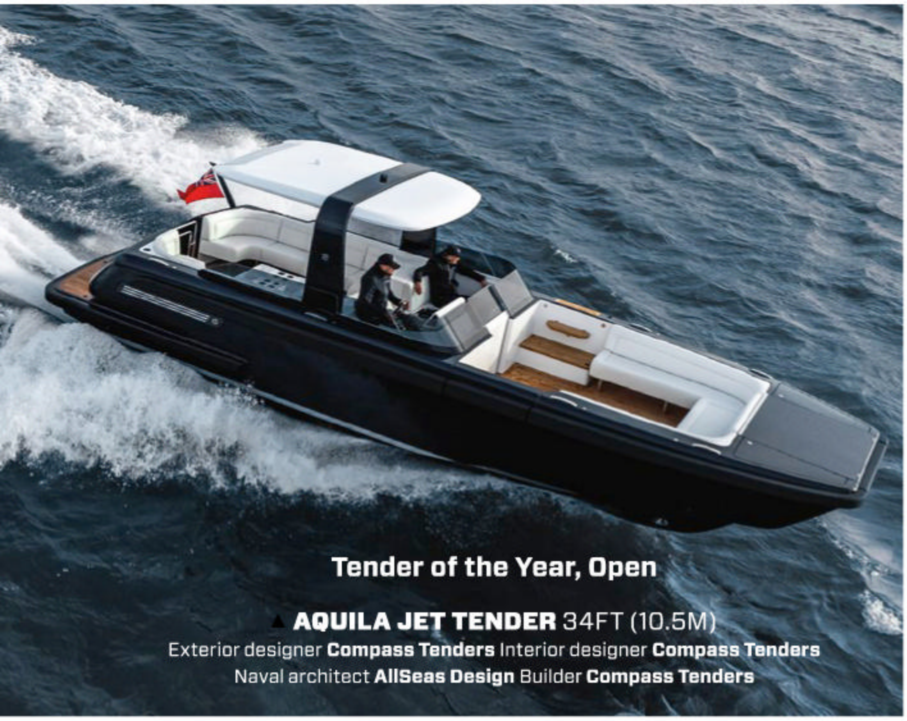
◄ **PROJECT KD** 32FT (9.7M)
Exterior designer **Falcon Tenders**
Interior designer **Falcon Tenders**
Naval architect **AllSeas Design**
Builder **Falcon Tenders**

JUDGES' COMMENDATION

Tender of the Year, Limousine

OBSIDIAN ENCLOSED
► 35FT (10.7M)
Exterior designer **RWD in collaboration with Monk Design**
Interior designer **RWD in collaboration with Monk Design**
Naval architect **Frers Design**
Builder **Tenderworks**





Tender of the Year, Open

▲ **AQUILA JET TENDER** 34FT (10.5M)
Exterior designer **Compass Tenders** Interior designer **Compass Tenders**
Naval architect **AllSeas Design** Builder **Compass Tenders**

Lifetime Achievement Award

MARILYN MOWER

The recipient of this year's award may not be a designer, but there are few people who know more about yacht design, and who have worked as tirelessly to propel the industry forward, than award-winning journalist Marilyn Mower.

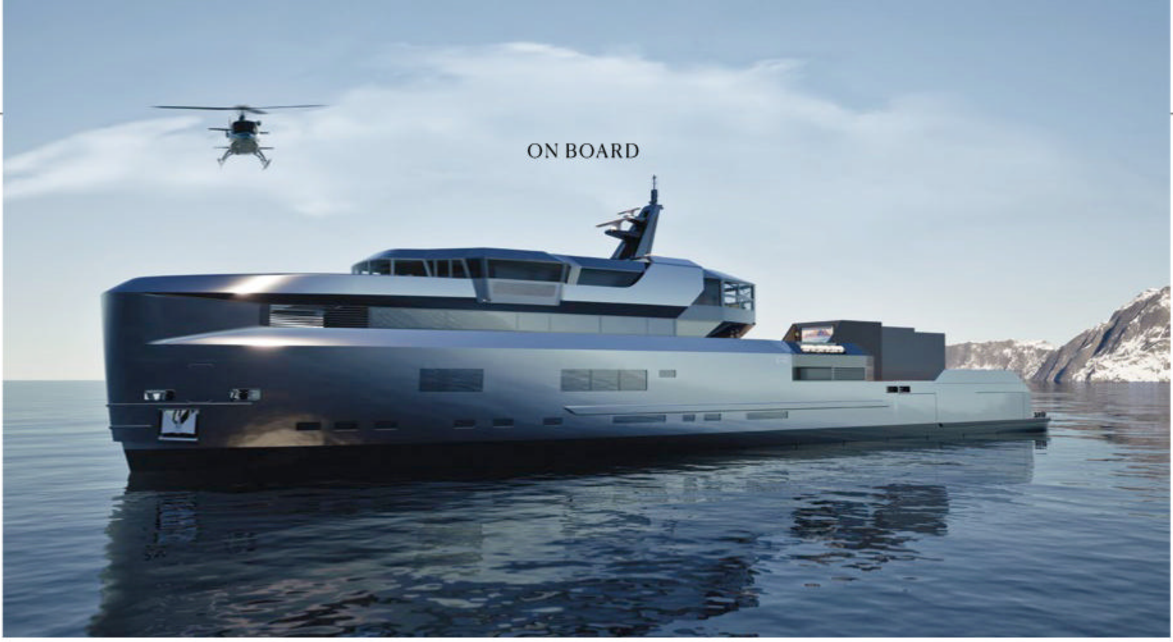
Summers spent plying Lake Michigan on board her father's mahogany runabout gave Mower an early taste for the boating life. Then during her studies at the University of South Florida she began racing competitively, crewing as a bowman. While working for a newspaper in St Petersburg, Florida, she was tapped to fill in for their sportswriter to cover Olympic class regattas.

In 1988 Mower became a founding editor of *ShowBoats International* magazine (now *BOAT International US Edition*), where she helped to champion the ascension of designers in a section that focused on design trends. Then in 2007, she briefly stepped away from *ShowBoats* to helm *Southern Boating* magazine, but after *ShowBoats* was acquired by BOAT International Media, Mower was hired to serve as books editor of *The Superyachts*, *Refit* and *The Megayachts*, the latter of which was revised to focus on concept, design and construction. She also edited the *Futureyachts* and *Life Under Sail* supplements.

During her nearly 40-year tenure as a yachting editor and awards judge, Mower has written about countless yachts and interviewed every leading designer in the field. Known and beloved throughout the yachting industry, she is widely regarded as one of the most knowledgeable and passionate people in yachting, and for this reason, she is most deserving of the Lifetime Achievement Award.

CO-CHAIRS

CECILE GAUERT, Editor, *BOAT International US Edition*; CHARLOTTE HOGARTH-JONES, Executive Editor, *BOAT International*



Young Designer of the Year announced

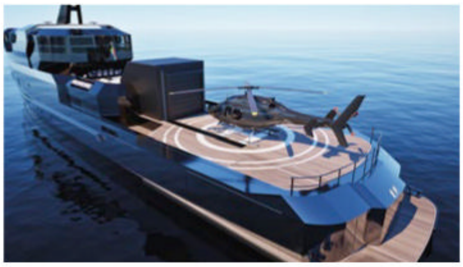
In a competitive field of six finalists, Aleksandra Orescanin was revealed as the winner of the Young Designer of the Year Award with her concept, Zazi

The 2025 Young Designer of the Year Award, in association with Feadship, went to Aleksandra Orescanin for her yacht design Zazi, which the judges deemed to be "a very rounded concept."

Orescanin has won an internship at the Dutch builder as well as a cash prize, but a new addition to the award this year was the Feadship Collaborative Challenge. All the successful finalists have been invited to Feadship's design office Studio De Voogt in April, to work together to meet a design brief. Should the final design meet the yard's professional standards, Feadship will promote it across the industry.

The annual Young Designer of the Year Award challenges participants to stretch their creativity and technical skills. For 2025, entrants were asked to envision themselves as recent graduates working at Feadship, tasked with designing a yacht for an existing Feadship owner eager to explore beyond the Mediterranean.

The brief called for a seaworthy, long-range expedition vessel capable of navigating remote and high-latitude regions such as the Northwest Passage. The yacht also needed to accommodate scientists for ocean conservation missions and include research facilities and helicopter-carrying capabilities, all while retaining luxury and comfort.



Orescanin's functional and rugged concept satisfied the brief for a long-range expedition vessel with helicopter landing and stowage arrangements

This year, the submissions were of an exceptionally high caliber, making selection a challenging task for the judges. But, after many hours of studying the submissions, followed by a day-long meeting to discuss and share their views, South African Orescanin was unanimously declared the winner.

The judges said her well-presented design included an "exterior concept that was functional and rugged, suiting the role of the expedition yacht that the client required. She cleared the first hurdle by reading the question thoroughly and putting a great deal of thought into how best to achieve the client's wishes."

They added that Zazi's general arrangement was also "extremely well-conceived and professionally drawn and both the digital and hand-drawn renderings were very precise and detailed." The judges offer their sincere congratulations.

The Young Designer of the Year Award will be returning to Kitzbühel, Austria, in 2026 as part of the Superyacht Design Festival on February 1 to 3 with limited early-bird tickets available. Contact *events@boatinternationalmedia.com*.

THE JUDGES

IN ASSOCIATION WITH FEADSHIP ROYAL DUTCH SHIPYARDS

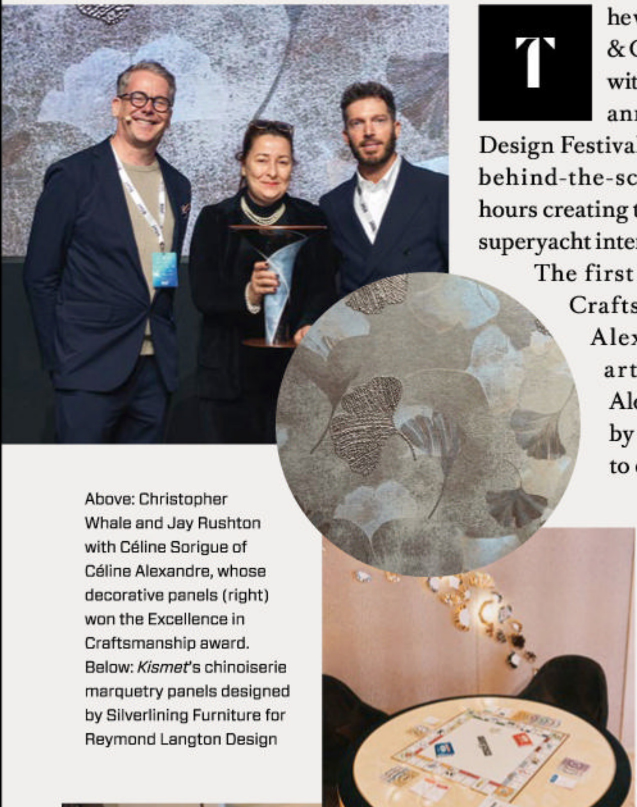
CHAIR OF THE JUDGES: ROGER LEAN-VERCOE, *editor-at-large,* **BOAT INTERNATIONAL**

TRACEY CANAVAGGIO and PIETER VAN GEEST, Van Geest Design; **JIM DIXON,** Winch Design; **PEDER EIDSGAARD,** Harrison Eidsgaard; **TIM HEYWOOD,** Tim Heywood Design; **RUURT MEULEMANS,** Hoek Design; **FRANCESCA MUZIO,** FM Architettura; **LAURA POMPONI,** Luxury Projects; **PASCALE REYMOND,** Reymond Langton Design; **TANNO WEEDA,** Feadship; **DANIELA ZULLI,** Terence Disdale

The cream of the craft

The deserving winners of *BOAT International*'s Artistry & Craft Awards have been crowned in the second year of the honors that celebrate artisanship in the yachting industry

Eva Mechler (left) and Sabina Fay Braxton (right) were given Judges' Commendations for a lounge chair and headboard respectively



Above: Christopher Whale and Jay Rushton with Céline Sorigue of Céline Alexandre, whose decorative panels (right) won the Excellence in Craftsmanship award. Below: *Kismet*'s chinoiserie marquetry panels designed by Silverlining Furniture for Reymond Langton Design

Poppy Pawsey (center) won the Emerging Artisan of the Year award with her games table (above). The trophies were beautifully designed and created by Nature Squared

The winners of the BOAT Artistry & Craft Awards, in association with Parkway England, were also announced at the Superyacht Design Festival. The awards celebrate the behind-the-scenes artisans that spend hours creating the finer details that bring a superyacht interior to life.

The first award, for Excellence in Craftsmanship, went to Céline Alexandre. Céline Sorigue, artistic director of Céline Alexandre, was commissioned by Reymond Langton Design to create decorative panels for *Kismet*. It was inspired by haute couture and depicts a flight of ginkgo leaves, symbols of hope, strength, and resilience. The panels took the studio team 400 hours to create using layers of paint, varnish and gold-leaf engraving. "The variations of techniques and the exceptional craftsmanship that went into it were the winning factors for me," judge and awards sponsor Jay Rushton said.

The award for Outstanding Collaborative Creation went to Silverlining Furniture for the marquetry panels they designed for Reymond Langton Design on *Kismet*. The design emphasizes "movement and tranquility," achieved via gold accents set against a rich black backdrop. Materials included Dubai-gold metalized resin, satinwood and cracked black resin. "The combination of artistic vision, technical precision and ingenuity is remarkable," awards co-chair and BOAT International Media's group creative director Christopher Whale said.

> **"The combination of artistic vision, technical precision and ingenuity is remarkable"**

Poppy Pawsey was crowned Emerging Artisan of the Year for her games table with interchanging boards for chess and backgammon. She used stained ripple sycamore, bird's-eye maple, lacewood, satinwood and walnut burr to create a decorative butterfly and ginkgo leaf design. "To see her applying herself to all these materials with such skill and attention to detail is impressive," judge Adrian Sassoon said.

Judges' Commendations were also given to Eva Mechler for her lounge chair on *Fox*, and Sabina Fay Braxton for her headboard on *Kismet*. ■

Nominations for the BOAT Artistry & Craft Awards 2026 open soon. If you know of any artisans that should be considered for next year, email events@boatinternationalmedia.com

ON BOARD Edit

STOWABLE SAILING BOATS

MINICAT 520 EXPLORER

Minicat has just launched its biggest and most robust inflatable catamaran yet, successfully tested in Arctic conditions. The 17-foot boat can carry four adults and 176 pounds of luggage, handling tough conditions with ease. It takes nearly an hour to set up, but is easy to beach and moor for the night. Available with an optional tent pod for mini adventures. *From $12,500, minicatamaran.eu*

TIWAL 2XL

At 12 foot 6 inches, the 2XL is Tiwal's largest boat, designed for family use with a payload of two adults and two children. It has a larger 64-square-foot mainsail and a 19-square-foot jib for fast, fun sailing. The boat is stored in two bags weighing 120 pounds, and can be ready to sail in less than 30 minutes. *$9,990, tiwal.com*

PAPER OTTO

Resembling an oversized wooden Optimist, the Paper 8 has space for four sailors and carries a good-sized main and jib. Its glossy sides in hardwood ply are beautifully varnished and give the boat enough rigidity for a 6hp outboard. It takes 15 minutes to transform into a boat and weighs 128 pounds. *From $8,230, paper8.de*

SEAHOPPER KONDOR

The Kondor has truly classic looks with its wooden sides and red sails. The 10-foot boat is designed to sail with two sailors under a main and jib, with a centerboard for stability. It weighs 107 pounds and custom coloring for the folding PVC panels is now available. *$7,050, seahopperfoldingboats.com*

REVERSO CUSTOM

Built on racing territory in Brittany, France, the new Custom gives owners the chance to adjust the rig and sail area to suit their sailing style. Performance is a given, with one-shot carbon-fiber infusion, a fully battened membrane sail and carbon mast. The boat is assembled in sections that nest for easy storage. *$15,890, sailreverso.com*

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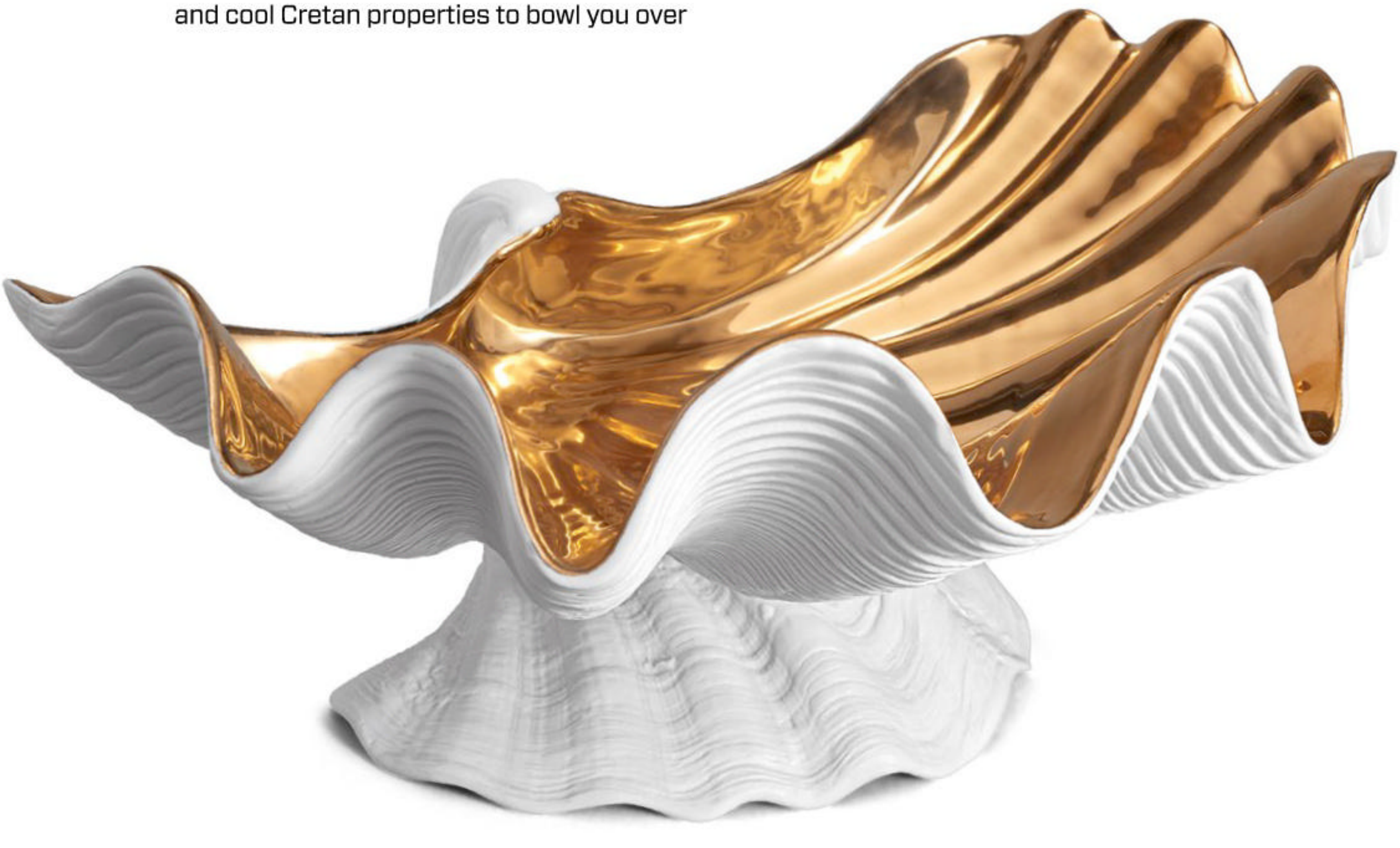


Extra-large Neptune bowl in white and gold fine porcelain, $1,600, l-objet.com

PHOTOGRAPHY: L'OBJET

EDITED BY Belle Rice

Life's a beach club

Tenders at the ready... we've found the best beach clubs to book in 2025 and beyond. By *Belle Rice*

Looking for the next port of call on your itinerary? We take a deep dive into this season's top-tier beach clubs, from established favorites to all-new wining and dining hotspots by the sea, each with their own distinctive character.

The sunshine state

The Beach Club at The Boca Raton, Florida

Founded in 1926, The Boca Raton resort is a mainstay of luxury South Florida hospitality, with five hotels across 337 acres on Lake Boca Raton and the Atlantic. After eight months of refurbishments that included an entire internal remodel, the Beach Club reopened in January. Both an ultra-luxe hotel and a five-star beach club, it's one of the area's most exclusive establishments – you need to be either a hotel guest or a resort member to make use of its many top-tier facilities and activities.

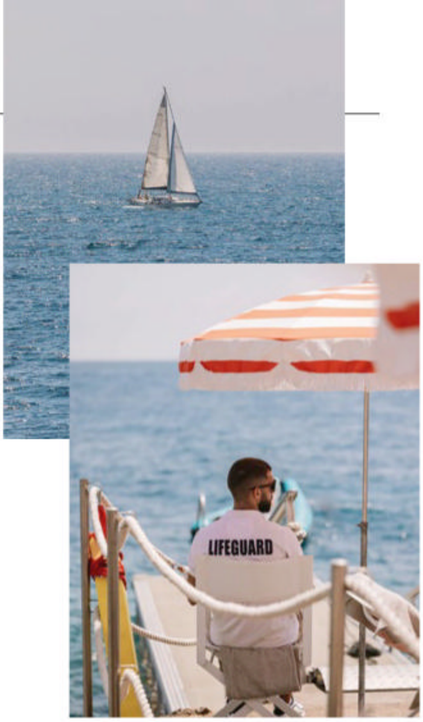
Down at the beach itself you'll find white sunbeds and cabanas decked out by Vilebrequin placed in prime position for Florida sunshine, with the warm waters and gentle waves of the Atlantic just footsteps away. There's a SnappyScreen sunblock booth that sprays you with sunscreen on the boardwalk, where you'll also find three expansive swimming pools and friendly, thoughtful service from the team bringing drinks, ice cream and light bites to the deckchairs.

Daytime here is family-friendly, so kids and teens will find plenty to keep them entertained both in and out of the water, from beach toys and rides along the seafront, to pop-up giant inflatable slides on the beach and a games room designed with older ones in mind. Dining options are hard to beat, with the freshly revamped Marisol serving Mediterranean-inspired fare all day, overseen by award-winning chef Johnny Spero. There's also a brand-new restaurant, Onda, set right on the beach, a grown-up affair with an adults-only policy. The menu changes each season, with winter 2025 featuring Dominican seafood dishes cooked up in partnership with executive chef Adriano Venturini of Eden Roc Cap Cana.

Fresh Mediterranean fare is served with a view of the Atlantic at Marisol (above)

If you're not keen on lazing on the beach all day, there are endless other activities, from the Palmera Spa, electric bikes to explore the resort on and even an 18-hole golf course where you can practice your swing. **Best by boat** Tender services to and from the beach club can be arranged in advance through the Boca Raton Marina. *thebocaraton.com*

PHOTOGRAPHY: THE BOCA RATON



Maybourne La Plage is easy to access by land – our favorite way is via the hotel's canary-yellow chauffeur-driven Moke

The beach club, 10 minutes drive from the hotel, reopens in mid June

The French twist

Maybourne La Plage, South of France

Part of a chain of select hotels that includes Claridge's and The Maybourne Beverly Hills, Maybourne La Plage overlooks the Mediterranean from the tip of Cap Martin on the French Riviera. Its high service standards are redefining the beach club scene.

Opened in 2023 following the launch of the Maybourne Riviera hotel (which sits in the hills above, offering impressive views of Monaco and the Italian border), the beach club is easy to access by land – our favorite way is via the hotel's canary-yellow chauffeur-driven Moke. You can, of course, also come by sea; there's a tender service for guests arriving by superyacht. Tangerine-striped parasols make the coastline pop with color from the water, and with just 60 covers at the restaurant and 40 sunbeds, the club has fine-tuned the art of an intimate feel while retaining a buzzing, playful vibe. The menu offers fresh catch of the day alongside a variety of pastas, crisp and tasty salads and a caviar selection – so popular that they also offer a “Pimp it with Caviar” option where you can add five grams of Oscietra to any dish. Service is also impeccable, with attentive, well-dressed staff always on hand.

The club has already proven to be a popular spot for private events – including Chanel's launch of its Monaco haute joaillerie collection – and guests can book out the entire venue for private lunches, cocktails and dinners.

Best by boat The beach club's private tender service can pick up from yachts anchored around Cap Martin. *maybourneriviera.com*

>>

It's barefoot-on-the-beach vibes at Isolotto, with a true back-to-nature feel

The Italian job

Isolotto, Monte Argentario, Italy

Rustic charm meets the glamorous dolce vita at Isolotto, a brand-new beach club on Monte Argentario, an exclusive peninsula in Tuscany. Connected to the mainland by a small road, the peninsula is home to Porto Ercole, a charming harbor town on the east coast with slips of up to 80 feet alongside eateries and bars. Il Pellicano is located a 10-minute drive away, and La Roqqa, the island's newest luxury hotel, is a short walk up the hill.

Three years in the making, Isolotto was created in partnership with La Roqqa and opened in 2024, with the hotel offering a door-to-door shuttle service for guests and visitors. On arrival, guests find an idyllic set-up that stretches over a sizable area where there used to be two separate clubs. It's barefoot-on-the-beach vibes here, with Mediterranean maquis, bougainvillea, jasmine and citrus trees in the surrounds, giving a true back-to-nature feel. Deckchairs are available on a lush lawn and directly overlooking the waves, and there's access straight into the Med's cool waters down steps into the sea.

The real catch here, though, is the food; the outdoor dining set-up overlooks the cliff edge and offers fresh fish, a barbecue, ice cream, cheesecake and – of course – an impressive take on tiramisu.

Best by boat Guests can be dropped off directly on the beach, or boats can moor in Porto Ercole, where the La Roqqa team can meet guests. *isolottobeachclub.com*

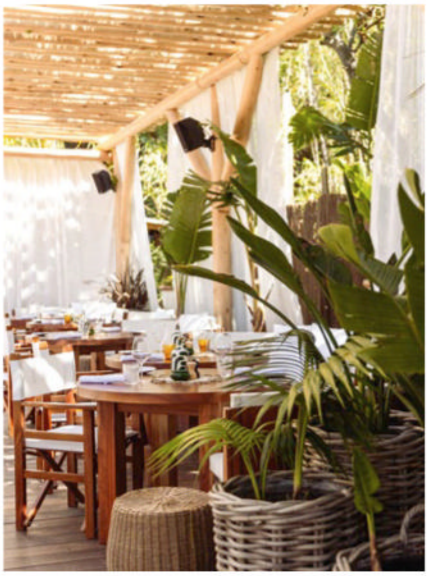
Above: Forte Stella in Porto Ercole. Top: dining at Isolotto means fresh, local Tuscan cuisine. Right: the newly renovated restaurant at Nikki Beach Saint-Tropez

The club classic

Nikki Beach Saint-Tropez, South of France

A stalwart of the South of France beach club scene, Nikki Beach is a long-time favorite that hasn't lost its sparkle in 20 years of hosting long, lazy lunches followed by champagne-popping parties that run through the late afternoon. Still fresh from recent renovations, the expanded boutique currently has collaborations with jewelry and fashion brands Mercedes Salazar and MC2 Saint Barth in store.

Best by boat Yachts can anchor close to the beach club on Pampelonne and radio the Nikki Beach skipper for a tender. *nikkibeach.com*



BEACH CLUB STYLE

Maxine tunic mini dress, $650, zimmermann.com

Kiton mid-length printed swim shorts, $460, mrporter.com

Foil suede boat shoes in ice blue, $1,040, johnlobb.com

Sydney ivory swimsuit, $276, odabash.com

PHOTOGRAPHY: NIKKI BEACH HOSPITALITY GROUP; COURTESY OF ISOLOTTO BEACH CLUB

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BLUE ORIGIN

Crete's sweet spot

With a wave of brand-new residences hitting the market, this Greek island is tipped for great things, says *Ruth Bloomfield*

Here and below: one of the 21 Mirabello villas at Elounda Hills

The Mediterranean has many jewels, from the party island of Ibiza to exclusive Capri, but this year a new contender is emerging in the luxury Med market. A combination of natural beauty and billions of pounds of inward investment is raising the profile of Crete, the largest Greek island.

The clearest sign of Crete's rising star is taking shape close to the resort town of Elounda, on the island's north coast. Elounda Hills is Crete's first branded residential resort, built in partnership with 1 Hotels. The 138-acre, $470 million eco resort will feature 257 homes, private beach clubs and watersports, as well as a dozen restaurants and bars.

For those who wish to take to the water, there will be an integrated boutique marina, locally managed and supported by Camper & Nicholsons Marinas, which will be deep enough to take superyachts of up to 328 feet in length.

Prices are smashing Crete's glass ceiling, ranging from $1.035 million for a 958-square-foot one-bedroom apartment to $4.9 million for a four-bedroom, 4,380-square-foot villa with a private pool (*eloundahills.gr*).

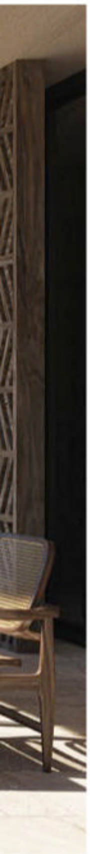
The first residents will get their keys in 2027, although work is scheduled on the site until beyond 2030. Elounda, 40 miles from the capital city Heraklion, has long been the island's premier residential location. Crete's first five-star hotels opened there in the 1970s, bringing wealthy visitors followed by second-home buyers from within Greece and beyond. Since then, few have ventured much further, although this polarized scenario is changing. "There are more properties being developed at the high end in other places, but without creating a new center of high-end property," explains Danae Tsakiris, director of Kentriki Real Estate, Savills' associate in Greece.

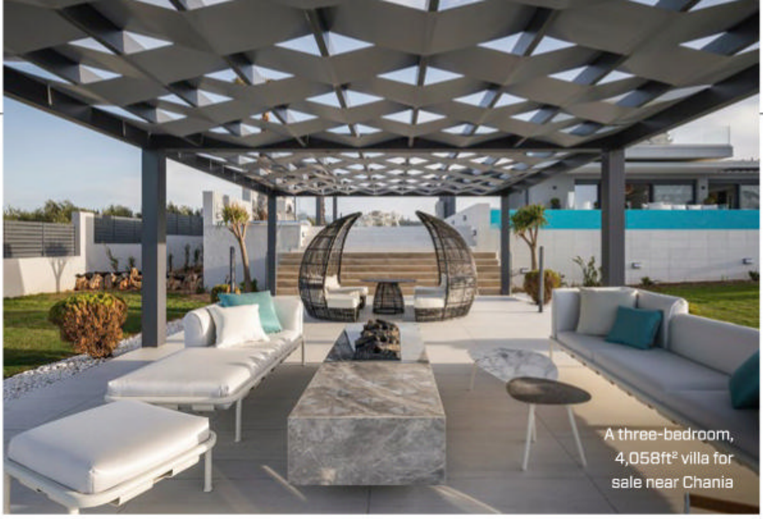
Billions of pounds of inward investment is raising the profile of the largest Greek island

Beyond Elounda, Sotheby's International Realty highlights Rethymno, a former fishing village on the north coast of the island, which it says is attracting buyers thanks to its good value for money and the charm of the local area.

There are also plans to expand Crete's road network, improving access to the south and east, which should boost prices in places such as unspoiled Lasithi as they become easier to reach. Another major change on the horizon is the expansion of Kastelli International Airport in Heraklion. By 2027, it will be able to handle up to 18 million passengers per year, with more long-haul flights taking to its runway.

PHOTOGRAPHY: COURTESY OF SAVILLS; COURTESY OF SOTHEBY'S INTERNATIONAL REALTY; VLADIMIR SKLYAROV; ELOUNDA HILLS





A three-bedroom, 4,058ft^2 villa for sale near Chania

In terms of price points, Crete certainly looks like excellent value compared to other, more fashionable Mediterranean islands. Eleni Grigoriadou, an associate at real estate company Kentriki, says average prices around Elounda stand at about $950 per square foot, which means a high-end villa with five or six bedrooms would cost $4.2 million to $6.3 million.

An equally luxurious property in less developed areas, for example Lasithi on the eastern coast, might cost more like $380 to $480 per square foot where buyers may sacrifice access to facilities for space. Luxury apartments are a rarity on Crete, Tsakiris says, because most buyers are looking for more spacious, detached holiday homes.

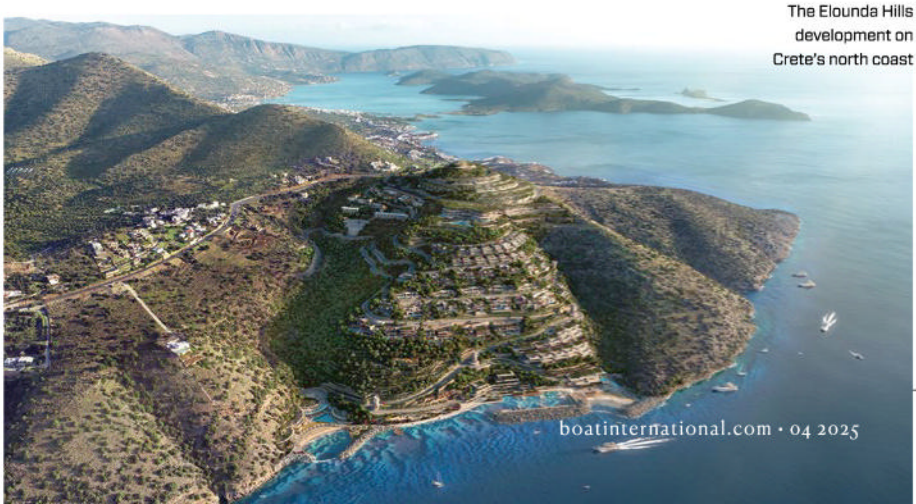
According to Greece Sotheby's International Realty, prime real estate sale prices on the island have increased by five percent over the past year. "This appreciation reflects both the desirability of Crete's luxury offerings and the scarcity of premium properties," a Sotheby's spokesperson says.

The firm's international clientele tend to be holiday villa buyers from North America and Western Europe, and the fact that anybody who spends more than €800,000 on a property also gets a Golden Visa that allows them residency within the European Union is an added incentive.

Crete also tells a compelling investment story. "We anticipate sustained growth in prime real estate values," a Sotheby's spokesperson says. "The completion of new infrastructure projects, coupled with continued tourism expansion, is likely to further fuel demand. With a limited supply of luxury waterfront properties, prices are expected to rise."

Tsakiris hopes that the Elounda Hills residential development will heighten interest in Crete. "The trend is that once this kind of project happens, it leads to a wider increase in prices," she says, suggesting now might be the right time to go Greek.

The terrace with sea views at a $4.9 million waterfront villa in Plaka



The Elounda Hills development on Crete's north coast

ON THE MARKET

$4.9 MILLION

A four-bedroom waterfront villa in Plaka, a charming fishing village on Crete's north-west coast, a couple of miles from Elounda. The property is surrounded by landscaped gardens and overlooks Spinalonga Island. The beach is just a short hop away. *savills.com*

€3.5 MILLION

A contemporary, open-plan villa close to the town of Chania on Crete's popular north-west coast, with panoramic views of Souda Bay. The three-bedroom villa features a fitness center and a wine cellar, while outside is an outdoor kitchen and a pool. *sothebysrealty.gr*

€3.5 MILLION

Available with three, four or five bedrooms, the Mirabello Villas sit in the center of Elounda Hills and are designed for indoor/outdoor living. Each home has a private pool and terrace, landscaped gardens and parking. *eloundahills.gr*

Right: Rob Dickinson with the "Brown Bomber", his 1969 Porsche 911E

Turbo charged

Singer Vehicle Design works some 21st-century magic on the classic Porsche 911, says *Simon de Burton*

As anyone who is familiar with superyachts knows, treating an older boat to a contemporary upgrade is called a refit. Do the same thing to an old car and it's called "resto-modding" – a compound of restoring and modifying.

Creating resto-mods has become big business, with everything from Alfa Romeos to Volvos now being breathed on by highly skilled artisans who know how to turn historic cars into practical daily drivers for the 21st century without – crucially – erasing their classic character. And it's widely agreed that Singer Vehicle Design, which focuses solely on what it calls "reimagining" air-cooled Porsche 911s built between 1989 and 1994, is among the best in the business.

The former vocalist and guitarist for the now-defunct British rock band Catherine Wheel, Rob Dickinson, set up Singer in 2009, after his own modified car, the Brown Bomber, prompted many inquiries from other Porsche enthusiasts.

Dickinson probably couldn't have imagined that the business, born from a hobby, would employ 600 people today, and complete more than 450 restorations for customers across 30 countries.

Key to Singer Vehicle Design's success has been its mantra, "a relentless pursuit of excellence," which led to its restored and modified Porsches being described as rolling works of art, with virtually every component being improved, remodeled or redeveloped to create the ultimate expression of the air-cooled 911.

Such excellence does not come cheap: at the outset 16 years ago, a "Porsche 911 reimagined by Singer" (as these cars must legally be called) would cost around $250,000. However, as engineering techniques have evolved, specifications have improved and demand has outstripped supply, prices have risen to the point that the DLS Turbo, the latest creation from Singer Vehicle Design, now has a base price of around $2.8 million. Bespoke additions can bring the cost of the average DLS Turbo to around $3.2 million.

> **While it is street legal, it has the monstrous power of a full-blown competition car**

DLS stands for dynamics and lightweight services and refers to Dickinson's decision to look to the world of Formula One for engineering solutions that would result in the most advanced cars of their type ever created.

The first restorations of turbocharged cars – called Classic Turbos – were completed in 2022 and were instantly recognizable as purely road-going cars, albeit with the Singer twist.

The DLS Turbo, however, was inspired by the fire-breathing Porsche 934/5 endurance racers of the 1970s. While street legal, it features the muscular looks, huge wings and monstrous power of a full-blown competition car.

Perhaps most impressive is that the DLS Turbo has been engineered to be sufficiently docile for relaxed day-to-day driving while also being capable of smashing track records. Buyers can choose to have their car focused on the road or the track.

But if you want to experience one, you need to be quick. Only 99 DLS Turbos will be built, and the order books are filling fast – despite that refit-worthy price tag.

singervehicledesign.com

SPECS

PORSCHE 911 REIMAGINED BY SINGER – DLS TURBO

Engine 3.8 liter, twin turbocharged flat six with air-to-water intercooling

Power 70hp / 709ps @ 9,000rpm

Gearbox/transmission six speed, manual

Brakes carbon ceramic discs, monobloc calipers

Wheels magnesium, center lock

Bodywork carbon fiber

Price from $2.7 million

PHOTOGRAPHY: SINGER GROUP INC.

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THE AGENDA

Your inside guide to the hottest tickets around the world this month. By *Belle Rice*

APRIL 1-10

CLASSIC DESIGN: FURNITURE, CLOCKS, SILVER & CERAMICS

Sotheby's of London will auction a selection of works of art, furniture, clocks, silver and ceramic from the 17th to the 20th centuries, emanating from private collections. The catalog isn't available, but if past auctions, which have included a royal Regency folio stand from 1820, an early Louis XV oak console and a pair of George III wine coolers, are any indication, the objects will be remarkable. *sothebys.com*

APRIL

SLATE AVIATION

A new charter jet service takes to the skies this month as the teams behind Vista and Tri State Charter launch Slate Aviation, which expands Vista's XO East Coast service with Tri State's Challenger 850 and VIP Bombardier Regional Jet aircrafts. The new service features some of the largest private jet cabins available, and premium onboard services for an ultra-luxe 18-seat all-business-class experience flying between New York, Palm Beach and Nantucket. *flyslate.com*

MARCH 22 –MAY 5

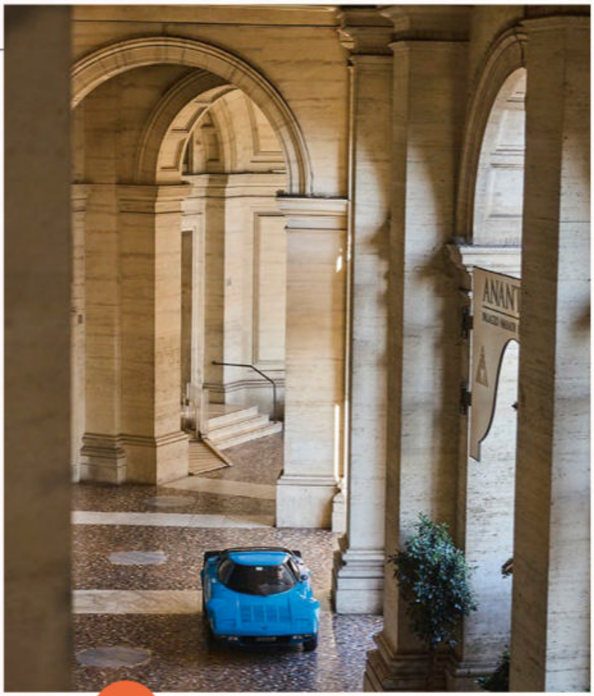
Left: Loro Piana's spring/summer 2025 collection. Above: Museum of Art Pudong, Shanghai

IF YOU KNOW, YOU KNOW: LORO PIANA'S QUEST FOR EXCELLENCE

To celebrate a century of Loro Piana, the luxury brand will host its first retrospective this spring at the Museum of Art Pudong in Shanghai. The exhibition will take guests through the history of the brand's use of fabrics, fiber, iconography and symbology — all intricately entwined with the heritage of cashmere that lies in the Himalayan plateaus of China. *loropiana.com*

PHOTOGRAPHY: COURTESY OF SOTHEBY'S; TYSON SADLO; MAIROBIHERRERA; COURTESY OF SELLDORF ARCHITECTS; COURTESY OF CHANEL; BEN TUFNELL/ROW360; COURTESY OF LORO PIANA; CASA DE CAMPO; BEN TUFNELL/ROW360; SLATE AVIATION

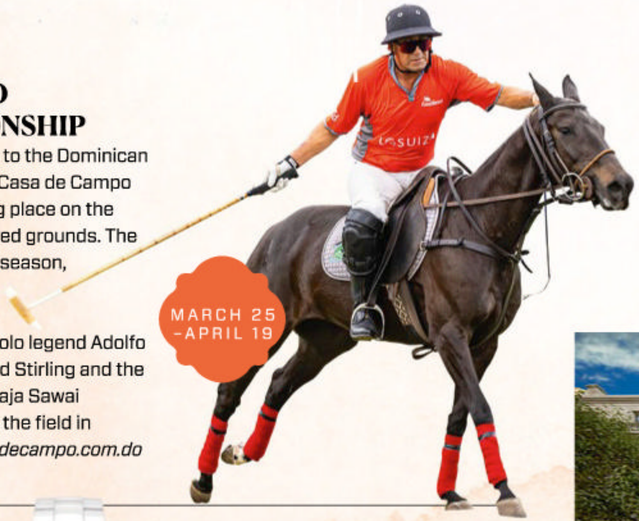
ILLUSTRATION
KATE MILLER



APRIL 24-27

ANANTARA CONCORSO ROMA

An all-new collector's car exhibition takes to the streets of Rome this spring in association with Anantara hotels. Featuring only the legendary Italian marques, the Automobili Italiane concours tells the story of the history of the nation's cars and motor racing with highlights by Alfa Romeo, Ferrari, Lamborghini, Maserati, Pagani and Bugatti. The tickets to go for? The Tiberius offering includes two nights at the Anantara Palazzo Naiadi, a VIP weekend experience at the Casina Valadier villa, plus gala tickets and access-all-areas to the car showcase. *anantaraconcorsoroma.com*



MARCH 25 –APRIL 19

CASA DE CAMPO POLO CHAMPIONSHIP

The sport of kings returns to the Dominican Republic this April for the Casa de Campo Polo Championship, taking place on the resort's perfectly manicured grounds. The finale of a multi-handicap season, the championship is an eight- to 12-goal event that has seen Argentine polo legend Adolfo Cambiaso, champion David Stirling and the USPA ambassador Maharaja Sawai Padmanabh Singh take to the field in previous challenges. *casadecampo.com.do*

Right: J12 watch calibre 12.2, *chanel.com*

APRIL 13

THE CHANEL J12 BOAT RACE

This year marks the beginning of a long-term partnership between Chanel and The Boat Race Company, with the super-luxe maison becoming the title sponsor and official timekeeping partner of one of the world's oldest sporting events. Oxford takes on Cambridge (last year's winner in both categories) in the collegiate race up the Thames, with the starting point just by Putney Bridge. Book a table at The River Café for the best viewpoint (and lunch spot). *theboatrace.org*

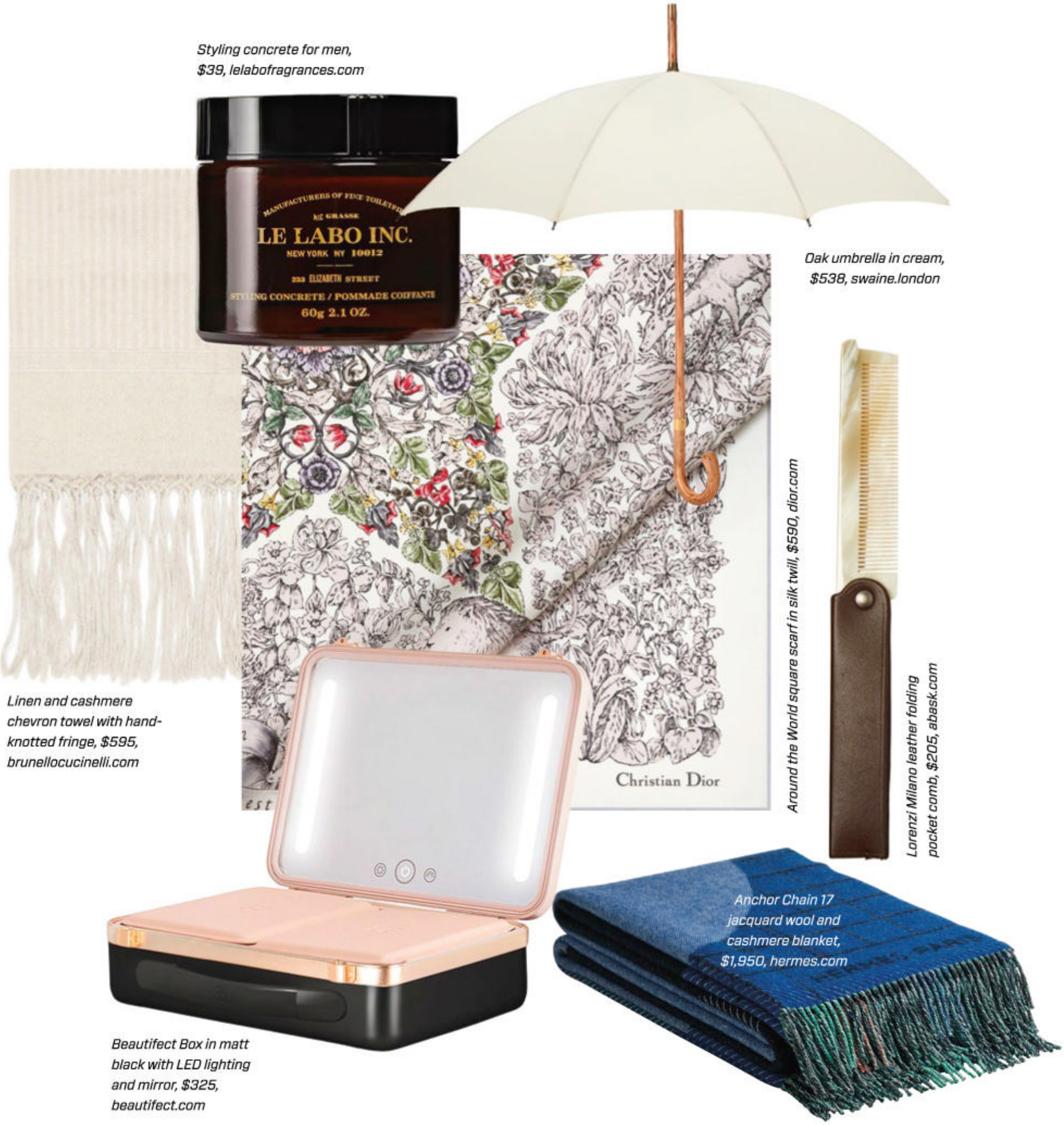
APRIL 26 – MAY 8

THE FRICK COLLECTION

The Frick in New York City reopens on April 17 after a five-year restoration, and to celebrate its revitalized galleries and additional spaces — including unveiling the second floor, which was previously the Frick family's unseen private living quarters — a series of special programs kicks off with a week of concerts, including classical, baroque and 20th-century music, as well as a new contemporary commission. Later in the year, three works by Vermeer will be presented in the new first-floor special exhibition galleries. *frick.org*

BOAT LIFE Edit

FROM BOAT TO BEACH: TENDER ESSENTIALS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Styling concrete for men, $39, lelabofragrances.com

Oak umbrella in cream, $538, swaine.london

Linen and cashmere chevron towel with hand-knotted fringe, $595, brunellocucinelli.com

Around the World square scarf in silk twill, $590, dior.com

Lorenzi Milano leather folding pocket comb, $205, abask.com

Anchor Chain 17 jacquard wool and cashmere blanket, $1,950, hermes.com

Beautifect Box in matt black with LED lighting and mirror, $325, beautifect.com

PHOTOGRAPHY: ADOBE STOCK

EDITED BY Belle Rice

It's a beauty.
And a beast.
WAJER

TOP DOG

King Benji offers an experience on board that no other yacht can match, say long-time charterers

Most of us have a younger self, a favorite childhood toy or formative experience we're yearning to get back to, and now there's a boat for that: the new 154ft, explorer-style *King Benji*.

Take for example Mark Tchelistcheff, an American who spotted the boat in a copy of *BOAT International*. He was one of the first guests to charter *King Benji*, in the South of France, along with his wife, Yulia and two daughters, Natasha and Vera. Mark's ancestors were aristocratic Russians who fled their homeland after the 1918 revolution. His grand uncle André Tchelistcheff is considered the "godfather" of fine Californian wine, and Mark possesses one of the world's more refined palates. Not to forget he's a celebrated Berlin-based movie producer and director with a film-maker's eye for flair and detail. Above all, Mark grew up spending summers on charter boats and has been aboard some of the world's most famous ones at the Cannes Film Festivals. He knows what makes a boat good.

"I felt like I'd spent my life feeling guiltily hard to please," he says. "I'd started to develop an aversion to what you might call 'old mens' white yachts.' The people often walk around so gingerly, as if stepping on eggshells. They can look so uptight, scared even. The service might be impeccable, but is there the warmth? Does it have a heart? Candidly, it's easy to become quite dispirited on some of these floating St Regises."

He pauses, meditatively. "The aura of *King Benji* is just so different," he says. "It's a very unusual blend of fun and refinement. Such boats are rare – I can count them on the fingers of one mitten. 'Fun' might seem like a trivial thing, but it's not. Over the course of our stay, we would discover just how much we needed the time on *King Benji*."

This movie starts in the beautiful bay of Beaulieu-sur-Mer, beside Saint-Jean-Cap-Ferrat. "It's one of my favorite places in the world," Mark says. "The light is so invigorating; the breeze is gentle and warm; the shoreline surprisingly green." In the foreground *Seven Seas*, Steven Spielberg's 109-metre Oceanco, is at anchor and looming large. She may belong to one of Hollywood's most famous directors, "but does she have an aft deck like *King Benji*'s?" Mark asks with a twinkle in his eye.

"The aura of *King Benji* is just so different. It's a very unusual blend of fun and refinement"

King Benji, named after the owner's pet dog, has her own dramatic silhouette, with her massed explorer-style profile fore and giant deck aft, ready for action. Her zingy blue color complements the water and sky, and with the toys out, she looks like an aquatic family adventure playground. There are hot and cold plunge pools at the bow, a vertiginous crow's nest, inflatable water slide plus climbing frame amidships, and that vast aft deck with 10-ton crane and 39ft Nor-Tech tender. There's also a swim platform and a string of float structures off the stern that defy anyone, at any age, not to have a good time. One of the floating structures even has a golf hole. The big aft deck makes a fine driving range, from which you can blast seaweed-based *King Benji* logo golf balls, feeding the fish if you miss.

Yet she is so much more than the sum of these parts. "What lists of toys and features can't capture is the way the boat feels – that all-elusive aura," Mark says. "One thing you sense from the get-go is she tends to be animated in a way the biggest boats aren't. When you see her in a marina among other boats, your eye is drawn to her. She's where you want to be."

Part of the explanation for this is the cast, or crew rather, who just gel. "That all-important chemistry doesn't happen by accident," Mark says. "The owner (Josh Golder) has put a huge amount of care and attention into getting the experience right. He's rumored to be one of the toughest guys in the industry to work for, with impossibly high standards and a tendency to fire crew on the spot, yet I suspect the people who say that simply don't share his vision of putting the guest experience first. The best crew are in demand; they can pick and choose where they work, and they work here. The owner understands the need for a hospitality approach."

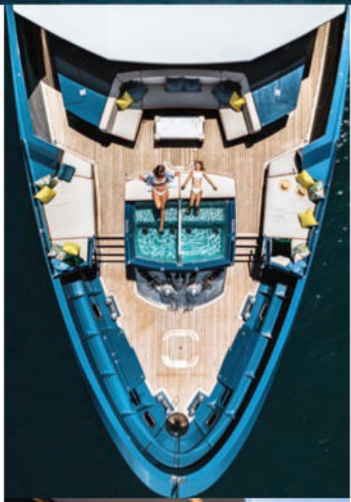
What of Mark's guest experience, then? How did it turn out? "Top of mind: Vera started competitive climbing within weeks of trying it on the boat," he replies. "That's a big deal, at her age. It helps her be brave and confident. Natasha found the inflatable slide thrilling, and she developed a taste for tuna tataki bao buns."

>>

“I love the palm trees on the main deck, and the super-comfortable couches,” Natasha adds. “Oh, and the crew even dried my hair!” Vera choruses: “The crew were so nice.”

As a 10-year-old, Mark read Jules Verne’s *Twenty Thousand Leagues Under the Sea*. The undersea-themed guest rooms here feature triggerfish, squid and octopus. Matched wallpaper is strikingly real. “It reactivates the younger part of us,” Mark says. “The big picture windows create this connection with the sea. The boat feels so open. The openness helps nourish the imagination. Natasha and Vera love dolphins, and they started looking like dolphins themselves while swimming around the stern, where the water is deepest blue. They were so unselfconscious – fearless, even.”

“There’s always a peaceful place to retreat, where I can be undisturbed,” says Yulia, Mark’s wife. Yulia is a former dancer who practices daily yoga, works with the WHO and teaches public health at Technical University Berlin. A favorite spot for her was the crow’s nest, with its panoramic views. Guests are also sheltered, in complete privacy – seeing, but not seen.



Builder
Dunya Yachts

LOA 153' 3"

Beam 29' 2"

Draft 9' 8"

Guests/crew 10/9

Tenders and toys
39' Nor-Tech; 23' Novurania; 4 x jet skis; 2 x Seabobs; 2 x eFoils; scuba, snorkeling and fishing gear; slide; rock-climbing wall; inflatables; towables and more

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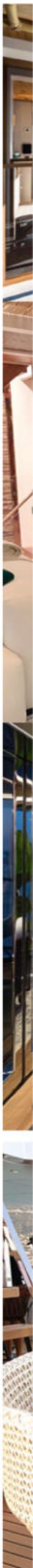
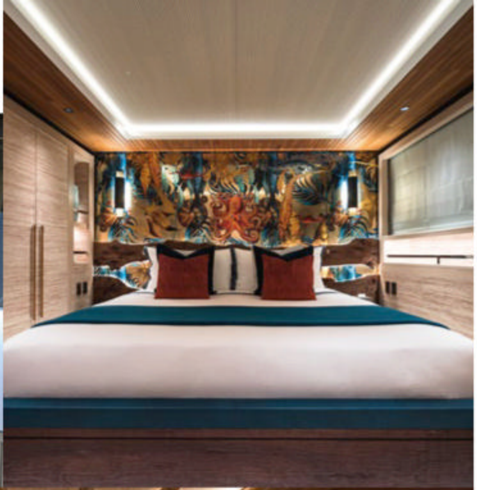
Mark also enjoys ascending to the crow’s nest, a glass of chilled wine in his hand. It’s a Whispering Angel rosé, as beloved by singer Adele and produced by Lichine, a wine-making family that Mark’s own family had known before the Russian Revolution. “It has this beautiful pale pink color, and it’s lush while being bone dry. I savor it with tuna tartare, beautiful rice chips, scallions and a Japanese ponzu sauce. It’s a connoisseur’s combination with the Whispering Angel. Heaven!

“What you have to keep in mind is we’re all stressed most of the time,” Mark continues. “When was the last time you had a vacation and truly decompressed? I almost died from Covid-19 and still have tinnitus from it, which drives me nuts as a film-maker.” The after-effects of the pandemic were felt by the whole family. “Like many kids, studying – and attention span – can be a struggle for the girls.”

Hence the value of fun. Says Mark: “It’s the kid in all of us, the value of freedom and play and testing limits yet feeling safe. Since disembarking, we’ve been tracking *King Benji* to Albania and other places we dream of visiting next time. We’re definitely repeat customers. The experience on a boat like this is shaped by the crew and the owner. He’s a larger-than-life character, but crucially he has a big heart. He cares about people and details. He’s open, too. That’s reflected in the captain, Grant, who sets the tone. Grant has a professionalism; he loves what he does, is good to his crew and so they care about each other, all of which is magnified for the benefit of clients.”

Owner Josh Golder had his own trials earlier in life. He grew up with Crohn’s Disease, which inflames the digestive system, missing two years of high school as a result. “Yachting was a way for me to enjoy freedom,





“When was the last time you truly decompressed?"

merging my environment with nature,” he says. “I love being on the water; it de-stresses me. Most of all, I finally felt I was in control. That’s the experience I want to give my guests: the things you do, you do because you want to. You enjoy life. You have fun. You’re in control.”

There are occasions, like eating at the breakfast nook in front of the open kitchen, where you feel like you’re ensconced in the best family home. The feel of *King Benji*, the crew, the service, that sense of it being a stable base as well as a grand adventure: it’s enough to put a smile on the face of the child in any of us.

For more information on chartering King Benji*, scan the QR code or visit yachtkingbenji.com*

King Benji was designed by Gregory C Marshall, while her striking interiors were realised by Design Unlimited. Top: the Tchelistcheff family. Above left: with owner Josh Golder. Left: the girls diving into their tuna tataki bao buns. Above right: Natasha and Vera meeting the real King Benji

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Owners' Club

LIVING THE DREAM ON THE WORLD'S BEST BOATS

P32
Surface Grinder
PIII
imperial

The owner of a 123ft converted naval vessel, Michael Miniea — pictured here at *Surface Grinder*'s helm at the 1981 Key West World Championships — has slowed down from his racing days

For more information about joining our exclusive community of owners, email *ownersclub@boatinternationalmedia.com*

THIS MONTH: going places in *No Destination* / the ultimate street party at your stern / daring to be different in a vintage boat

PHOTOGRAPHY: COURTESY OF OWNER

EDITED BY Charlotte Hogarth-Jones

ON BOARD WITH

Michael "Big Mike" Miniea

The entrepreneur, adventurer and owner of *No Destination* talks swimming, hydroplaning and waterskiing with *Risa Merl*

NO DESTINATION

"Call me Big Mike," says Michael Miniea, the owner of the 123-foot Damen *No Destination,* when we meet in Monaco. He's wearing a brightly patterned shirt and a big smile. Within moments, he is joyfully recalling his earliest boating memories, from racing hydroplaning motor boats at 13 to waterskiing the Intracoastal Waterway.

"I used to waterski to school, behind my friend's 16-foot Boston Whaler, with my buddy driving the boat," he says with a chuckle. "We'd dock near the junior high school and go to class."

Miniea is an adventurous soul, so it makes perfect sense that his superyacht of choice would be a ruggedly equipped, though luxuriously refitted, ex commercial vessel. His taste for adventure is matched only by his knack for spotting opportunities, which has served him well professionally and personally. From founding multiple successful businesses in the machinery and steel sectors to recognizing the potential in converting a Damen commercial vessel into a yacht, Miniea sees possibilities where others do not. But his life could have taken a very different route.

Above: Michael Miniea's Damen underwent a multi-year refit, including a 15ft hull extension, to transform her into a yacht

"My parents wanted me to be an Olympic swimmer," he says. To help him reach this gold-medal goal, his family moved from Louisville, Kentucky, to Fort Lauderdale, home of the International Swimming Hall of Fame.

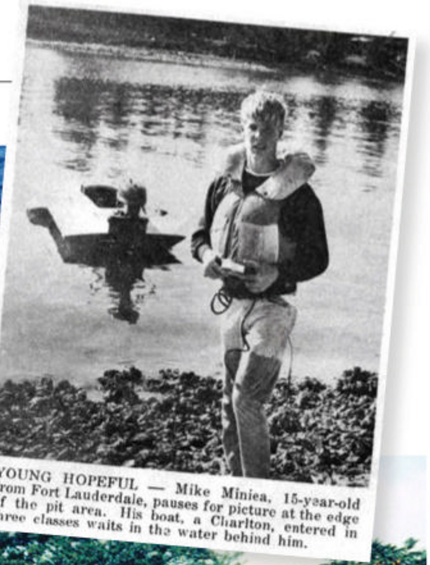
Miniea went to swim practice twice a day, before and after school, and on the weekends, he and his friends would ski from Lauderdale-by-the-Sea to Delray Beach, some 25 miles away.

One day, Miniea's swim coach asked him to quit waterskiing because the sport used different muscles than those of a swimmer. "I told my coach 'I think I like waterskiing better than I like swimming.'" And with that, Miniea hung up his Speedos, dashing his parents' Olympic dreams, and embraced another waterborne competition: racing hydroplane powerboats.

With only three contact points with the water – two front sponsons and the propeller – hydroplane boats skim across the surface propelled by an outboard engine. Miniea raced in all of the Stock Hydro classes, including D Stock, the biggest and most powerful Stock Outboard category, which means reaching

PHOTOGRAPHY: COURTESY OF OWNER; COURTESY OF BURGESS YACHTS

"I always dreamed of the yacht. It is what made me go to work. I believe if you have a dream you've got to chase it"



YOUNG HOPEFUL — Mike Miniea, 15-year-old from Fort Lauderdale, pauses for picture at the edge of the pit area. His boat, a Charlton, entered in three classes waits in the water behind him.

P32
AM
Surface Grinder
MACHINE CO. INC.
HIALEAH, FL.

speeds of 70 to 89 miles per hour. The American Power Boat Association describes the D Stock Hydro class as "heavy-duty racing for experienced competitors."

With boats known to flip and crash, it's a risky undertaking for anyone, let alone a 13-year-old boy. Miniea was usually the youngest driver, and his dad took him to all his races. "He was my crew chief," Miniea says. During summer holidays as a teenager, Miniea worked at a marine center in Chicago and raced on lakes in Wisconsin.

He majored in business at the University of Tampa while he continued racing. In 1971, he was on track to win the national championship in his racing class before a career-ending turn. "I flipped over on the last corner," he says. "I didn't get badly injured that time, though I had been injured many times before, but I knew it was time for it to end." At the age of 21, Miniea was an eight-year powerboat racing veteran. He also cut his university studies short. "I was getting married around that time, so I went to work and started my own business," he says.

Top and below: as a teen, Miniea raced hydroplane powerboats. Above right: Miniea built and raced *Surface Grinder* for Outboard Marine Corporation, later converting her into a fishing boat

His dad was a tool and die maker for precision tools and metal forms. Miniea spotted an opportunity to make use of the old equipment from his father's business. "I started by buying his old machinery, cleaning it up and selling it," he says. "It was something that was relatively easy to do with the limited amount of capital that I had. All of a sudden, I had a thousand machines in stock."

Miniea's next business venture was in steel processing. The original base of his company, Allied Metal Processing, was in South Florida. With most of his customers focused in the building trade, the company made steel two-by-fours, studs and roof truss plates. "We ended up with six plants throughout the US spread out on seaports," Miniea says.

By the time he was a young adult, he had retired from two sports careers and founded two businesses. So what was next? "I got divorced – twice," Miniea says. "But I'm happily married now for 27 years to my wife, Becky."

Miniea has two sons; one has gone into steel and the other, superyachts. His youngest is operations manager at a steel plant Miniea founded in Ohio, and the other runs his own yachting hydraulics repair facility. "As they always say, the seed doesn't fall far from the tree," he says. "I'm a gearhead and my kids are gearheads."

>>

NO DESTINATION

Miniea later relocated his business hub to Pennsylvania where he currently resides, an hour north of Pittsburgh. He also has a house in Vero Beach, Florida. Along with the machinery and metal businesses he founded, including Mico Worldwide, Miniea owns the Penn-Ohio Industrial Complex.

In the early 2000s, he and Becky were pretty much retired and had just finished building a new home when he bought a failing steel plant. Becky, a former vice-president at Gillette, ran the office and sales. The company had lost money 19 months in a row before Miniea bought it. "We made money the first month and never looked back, and grew the company – Specialty Metals Processing – by about 40 times."

While he was busy building businesses and raising a family, Miniea kept an oar in the boating world. He converted an offshore racing boat into a high-speed fishing boat – foreshadowing his interest in refits. He also built a center console fishing boat, which he took with his wife-to-be to the Bahamas where they got married. "We spent a month over there after the wedding; we went fishing all over the Bahamas," he says. "We still have that boat in the family; it's absolutely immaculate."

Miniea's next boat was a 35-foot Marlago center console. Despite its modest size, he and Becky did multiple 1,000-miles-plus trips on it, including throughout the Pacific Northwest and the San Juan Islands off Washington state. Shipping the boat back in Florida, they took it on 1,500-mile trips in the Bahamas and to the Hemingway Fishing Tournament in Cuba, where they came fourth.

"Then, unfortunately, my wife got in a bicycle accident and was in a coma for 16 days," Miniea says. "When she came out of that, she had to learn how to walk and talk again."

This changed the pace of their adventures, but didn't stifle them completely. Miniea built a custom RV for Becky and took it to Alaska and Mexico, along with a fishing boat, bicycles, a four-wheeler and kayaks.

But there was a bigger boat on Miniea's horizon. "It was always my dream to retire on a yacht," he says. "All this stuff that I've done for 44 years, owning my own business, being my own boss… at the end of the tunnel, my goal was owning a yacht."

Originally, he looked for a sub-100-foot explorer yacht until one year at the Fort Lauderdale boat show, he laid eyes on one of Damen Yachting's 180-foot yacht support vessels. "I was walking down the dock and I looked up at that bow… I ended up spending about seven hours with the captain, met Rose [Damen], the whole nine yards," he says. But 180 feet was larger than what Miniea had in mind.

"I liked their 35-meter [115-foot] axe bow boat, the Fast Crew Supply Vessel," he says. "At the time, they didn't want to build me a yacht that small, and I respect that. So I said I'd build my own boat."

Miniea was researching whether he wanted to build a yacht in Turkey or Singapore when he stumbled upon a 108-foot vessel for sale on the Damen Trading website, which sells used commercial vessels.

"I went to look at it, and I bought the boat in one hour." The boat that would become *No Destination* was launched in 2009 and had been used by the British Navy. "It was black and white – and green, absolutely covered in mildew. It had these big, ugly

Top left: *Finish Line* took Miniea and Becky on their honeymoon in the Bahamas. Above: Just Design reimagined the inside of *No Destination*. Below: Miniea owned *Hot Tuna* with his dad (pictured)

HOT TUNA
WILMINGTON, DEL.

"I opened 11 steel plants and built 13 houses and a superyacht"

bumpers on the side and a big, ugly crane." The boat had been laid up for eight years but Miniea saw potential and his hunch paid off.

"It looked terrible on the outside because they never washed it, but the engines were in perfect condition, even the light bulbs weren't burnt out." Miniea bought it in 2018 and contracted Azure Naval Architects to start the refit process. "We totally gutted it, removed everything except the engines, generators and gearboxes." He hired Just Design for the interior but was very involved in the process, choosing all the materials used on board.

No Destination set sail from the Netherlands in July 2022, bound for the Med. "We visited other shipyards that had quoted me, just to say hello again," Miniea says. They called in at Freire in Spain and JFA in France. "They had been very friendly, and I wanted to show them the finished product."

They also spent time in Portugal and Morocco; *No Destination* docked in Tangier while Miniea and Becky spent six weeks driving around Morocco. After cruising through the Balearic Islands, they arrived in France in time for the Cannes Film Festival and the Monaco Grand Prix. Then it was off to Corsica, Sardinia and the rest of Italy. "We did the whole Amalfi Coast, spent time in Capri and cruised the Aeolian islands off Sicily," Miniea says. "One night, we anchored right below an active volcano. It was pretty spectacular."

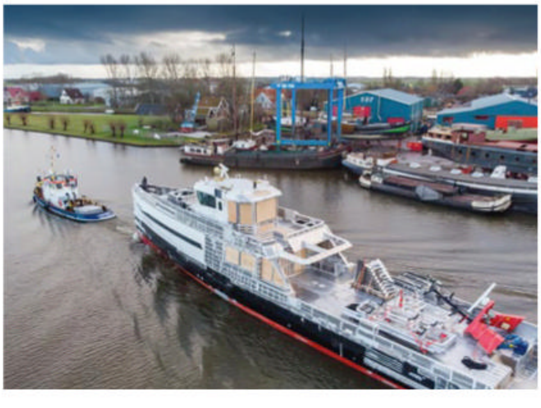
Of course, *No Destination* is outfitted for fishing, and while cruising between Sicily and Malta, Miniea caught three big swordfish.

They spent the summer of 2024 in Greece and Turkey. "When I first met my wife, I asked her what she wanted to do when she retired. She said 'I want to go on an extended cruise of Greece.' I said, 'I'll tell you what, if we're together, I'll take you on your personal yacht.'"

"I always dreamed of the yacht," he continues. "The yacht is what made me go to work. I believe if you have a dream, you've got to chase it."

After nearly two years of nonstop use, Miniea has decided to pass *No Destination* on to another worthy owner, and she's currently for sale with Burgess. "We accomplished what we wanted to. I opened 11 steel plants, built 13 houses and one superyacht. I got the yacht, and Becky got to see Greece." He's now on the hunt for a new boat he can use to fish off Vero Beach and run over to The Bahamas.

Miniea is the human embodiment of taking the road – or waterway – less traveled. And that, as poet Robert Frost put it, "has made all the difference." ■



With wife Becky (top right) and family (above). Top left: *No Destination* carries a Zodiac RIB and a Hobie Cat in addition to a 29.5-foot landing craft. Top center: the Bahamas has been a favorite destination. Right: *No Destination* was once used by the British Navy as a crew support vessel

PHOTOGRAPHY: COURTESY OF OWNER; COURTESY OF BURGESS YACHTS; GETTY IMAGES

Alan Dabbiere
Yacht: *Constance*
Length: 197ft
Year: 2006
Location: St Barths

How long has the yacht been in St Barths?

Since the middle of December — so it's been an extended stay. But I submit that it's cheaper to run the boat that way as we use less fuel! We had originally intended to do some more cruising around the British Virgin Islands, but we've had so many friends coming and going that it made sense just to stay put, and we've been having so much fun that it's difficult to leave! I think we've become a hotel boat at this point

What have you and your guests been doing?

The beauty of this place is you can put together a few weeks of itineraries and never go to the same place twice, and you can have a real extreme of experiences. You can find lonely places for quiet lunches or time on the beach, while there are also places to dance the night away. On the latter point, I've had some good friends staying with me on board lately and they definitely know how to have a good time

And you've caught some great weather...

If it ever rains, it's for a few minutes and then the sun's out again. You know the old saying "If you don't like the weather, wait 10 minutes"? That definitely applies here

What was New Year's Eve on the island like?

It was a step up from the Monaco Yacht Show — there was a lot of big iron in the water. Just an amazing collection of boats. You get a lot of famous DJs down here; this year they had one of Bob Marley's sons playing a set for the big open party at the dock. We've got a prime berth in Gustavia and right off our transom there were 5,000 people partying in the street. Then at midnight they stage a spectacular fireworks display. All the bars and clubs have something going on

Are you sticking around for the Bucket?

Yes, we'll be here still. We still aim to get to the BVIs before the end of the season. We'll keep the boat on the US side in the summer and spend some time up in New England. We thought about going to the Med but it's a long haul for the kids and I want them to spend as much time on board as possible

Members' Logbook

From St Barths to Greece, our Owners' Club members have the insider's intel

Owner of *Aquarella*

Length: 138ft
Year: 1995
Location: Greece

What are you most looking forward to this upcoming season?
Every season is special, but what makes me emotional and very excited are our guests' comments, written in *Aquarella*'s guestbook as they are the reward for my personal and my crew's effort. This means a fully booked *Aquarella* for the seasons to come

What was your highlight from 2024?
The 15-day cruise we took with *Aquarella* and my Azimut 56, *Praxis Tessera*, crossing the Aegean to the Cyclades, Dodecanese and the coast of Turkey. We faced some tricky weather conditions, but we made the trip successfully and created some amazing memories

Do you have a secret Greek island location that you always visit?
Our Greek seas are full of secret small islands. My favorite is Dorousa, a very small island in the Saronic Gulf. It's near to Athens but you feel totally detached and relaxed

Do you think Greece is getting busier as a yachting destination?
It definitely feels that way. But it's not hard to see why more people are coming — the coastline is endless and beautiful and service levels are high. But we can't be complacent — we have to keep improving to fulfill our visitors' expectations

***Aquarella* has some muscle! How often do you run at full speed?**
Speed is determined on a case-by-case basis. Cruising with a motor yacht doesn't have to be a race. We are cruising for fun. Our guests have to enjoy being on board. So, full speed is reserved for urgent situations, like when someone has to catch a flight!

Do you have a chase boat?
Yes, we have a Technohull Omega 45 that can hit 45 knots. We use it when *Aquarella* is docking for visiting nearby islands, provisioning and guest transfers — but also simply for fun

Has the yacht attracted a lot of interest since you listed her for sale?
A yacht of *Aquarella*'s size and history always attracts the interest of possible investors who want to possess an asset with an undoubted value. Yachting is my passion and I'm always thinking of what's next, so when she sells, I'll start looking at new opportunities to go bigger

PHOTOGRAPHY: DANITA DELIMONT CREATIVE/ALAMY STOCK PHOTO; GETTY IMAGES; QUIN BISSET; BILLY BLACK; COURTESY OF OWNER; NIKOS PAPANIKOLAKIS/GETTY IMAGES

MAP JING ZHANG

While his Outer Reef (left) is just nine years old and his J Craft (below) is brand new, Coit likes their vintage looks

AQUILA III
KEY LARGO

MY LIFE IN BOATS

MICHAEL COIT

This lover of all things vintage reveals his vast boat collection to *Kate Lardy*

When I was about 12 years old, my father bought me a $90 Thompson wooden runabout with a Mercury Hurricane outboard that I kept on the ocean in New London, Connecticut. I thought I was hot stuff, taking my girlfriends out for a ride! That's what started my love for the ocean. When I got out of school and got the first $2 in my pocket, I bought a 30-foot wooden sportfisher and did a lot of fishing. Fast forward to when I was about 30 years old, I ended up with a 41-foot Hatteras on a big reservoir on the Texas-Oklahoma border called Lake Texoma. We went up from Dallas and spent two or three days on it every weekend, and that just cemented my love of being on the water. Then in 1998, when I was living in Rancho Santa Fe, California, I bought a 28-foot Boston Whaler that I would take 150 miles offshore fishing, and I kept a Cabo sportfisher in Mexico for six years where the fishing was fabulous.

I got very, very busy in business over the next many years. About five years ago, I started looking at boats again and saw the boat that I'm sitting on now, *Eagle*, an Outer Reef 860. I was attracted to it because it looks like a vintage boat. We've upgraded it to be more than perfect. We spent a lot of time in Palm Beach, and for a couple of summers we took it up to New England, to all the favorite places where big yachts go. Then a friend introduced us to the Ocean Reef Club in Key Largo, where I am right now.

I have added to my fleet an L&H 33-foot sportfisher that is 44 years old, which we completely rehabbed to like-new condition. I just acquired a 1961 37-foot Merritt sportfisher, the seventh one they built. The previous owner spent a fortune redoing it. We also have a little 43-year-old Boston Whaler that we rehabbed ourselves. And last year we took delivery of a J Craft named *Aquila III* that was custom made in Sweden on the island of Gotland. It's brand new but when you look at it, you feel like you're in the early days on the Amalfi Coast.

I have all these boats on my hip down here, where I live on board six months a year. We spend summers at our home on a lake in Montana, where I have three boats: a mahogany StanCraft, which is just beautiful, a small fishing boat and a Cobalt runabout. I keep everything in as-new condition. I didn't grow up with a silver spoon in my mouth; I had to earn whatever I got, so I value what I have.

> **"I didn't grow up with a silver spoon in my mouth, so I value what I have"**

I also have a car collection from the 1920s, 30s, 40s and 50s. I love vintage. I'm an old fart, 85 years old, and have a background in design and art history. Growing up, I could only dream of having just one of these items. Today, everything looks the same; if you've seen one boat, you've seen the other. We were invited to the Ocean Reef Invitational fishing tournament and we're going to do it on our 64-year-old boat. I like being out on it because it gets a lot of attention. When I go fishing, if I don't catch anything it doesn't matter to me. It's the idea that we went out there and we spent the day trying. I just like being on the water. ■

Coit's fleet includes the 1961 Merritt *Talon*. He also has a large vintage car collection (bottom)

PHOTOGRAPHY: COURTESY OF OWNER; BILLY BLACK

MCP 40 METERS

BUILT WITH PASSION

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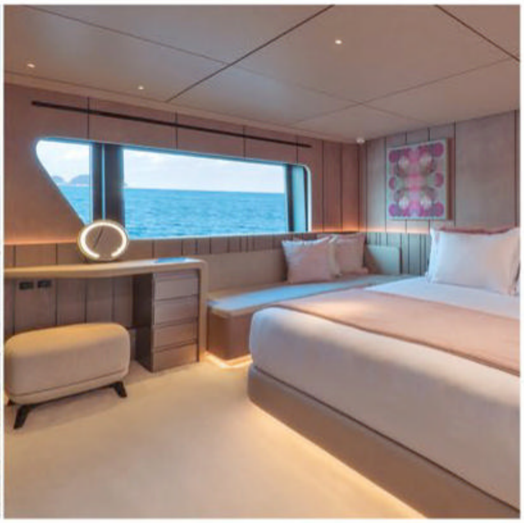
A NEW ERA FOR MORE SUSTAINABLE AND BOUNDLESS EXPLORATION



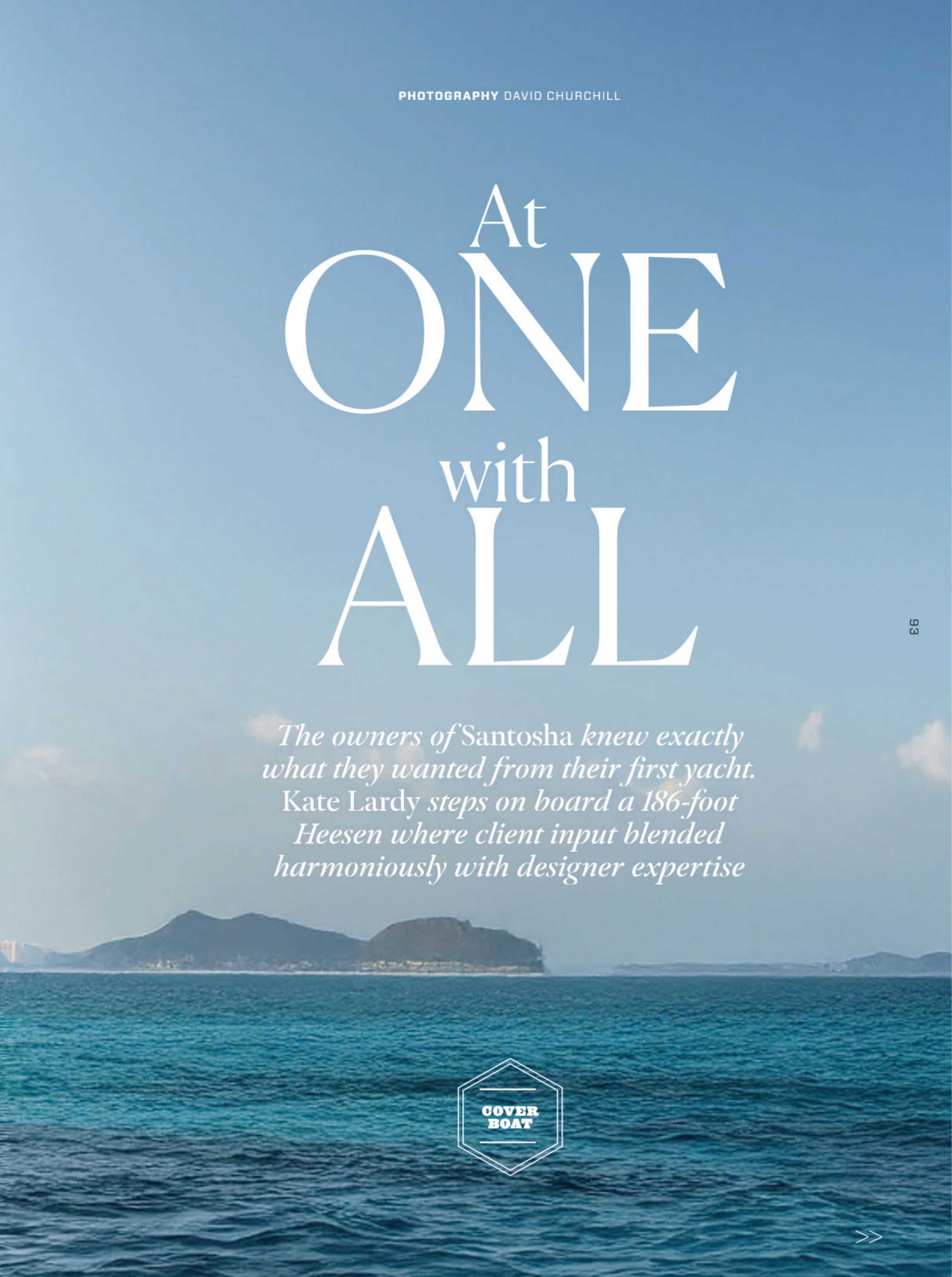
MCP YACHTS

ULTRA LIGHT AND HIGH EFFICENCY HULLS
ALUMINUM SPECIALISTS
SINCE 1980

Length Over All: 134'2" (40.88 M)
Maximum Beam: 27' 2"(8.27 M)
Maximum Draft: 8'2" (2,49 M)
Maximum Displacement: 220 MTON
Light Displacement: 148 MTON
Speed (Max/Cruise): 22/18 Knots

Gross Tonnage: 376 GT
Naval Architecture: VRIPACK/MCP
Hull and Superstructure: Aluminum 5083 H321
Oceanic Range: 3,500 NM, 10 Knots
Hull Classification: Lloyd's Register or RINA
Next construction slot Nov. 2025

N272JW



PHOTOGRAPHY DAVID CHURCHILL

At ONE with ALL

The owners of Santosha *knew exactly what they wanted from their first yacht.* Kate Lardy *steps on board a 186-foot Heesen where client input blended harmoniously with designer expertise*

COVER BOAT

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“Try before you buy” has long been a marketing slogan for charter companies. For one couple who took it to heart, it was a 20-year refrain. They spent their holiday weeks on everything from an 80-foot Sunseeker in the Bahamas to superyachts in the Mediterranean, before signing up for their first yacht, the 186-foot *Santosha*. Thanks to decades of chartering, they came to the project with an arsenal of knowledge that helped shape it into a remarkable starter boat.

“It’s a strange world when your entry-level yacht is 57 meters,” says Wes Sanford of Northrop & Johnson, who, together with James Corts of MarineMax, introduced the owners to the new model that was already in build at Heesen.

Santosha began life as Project Akira, the first in a new class of all-aluminum 57-meter yachts with the Fast Displacement Hull Form (FDHF). It’s the largest size Heesen will start on spec, but not a particularly risky venture as the Dutch shipyard excels in this genre: sporty, elegant, fast, with head-turning styling and solid Northern European construction.

“This design presents a perfect counterpoint to our successful 55m Steel Class, and is ideal for those clients who seek that elusive combination of speed, efficiency and volume,” said Arthur Brouwer, who was Heesen’s CEO when the construction began in February 2022. In April 2023, the project found her owners, who were able to take delivery 18 months later, after they reimagined the entire interior.

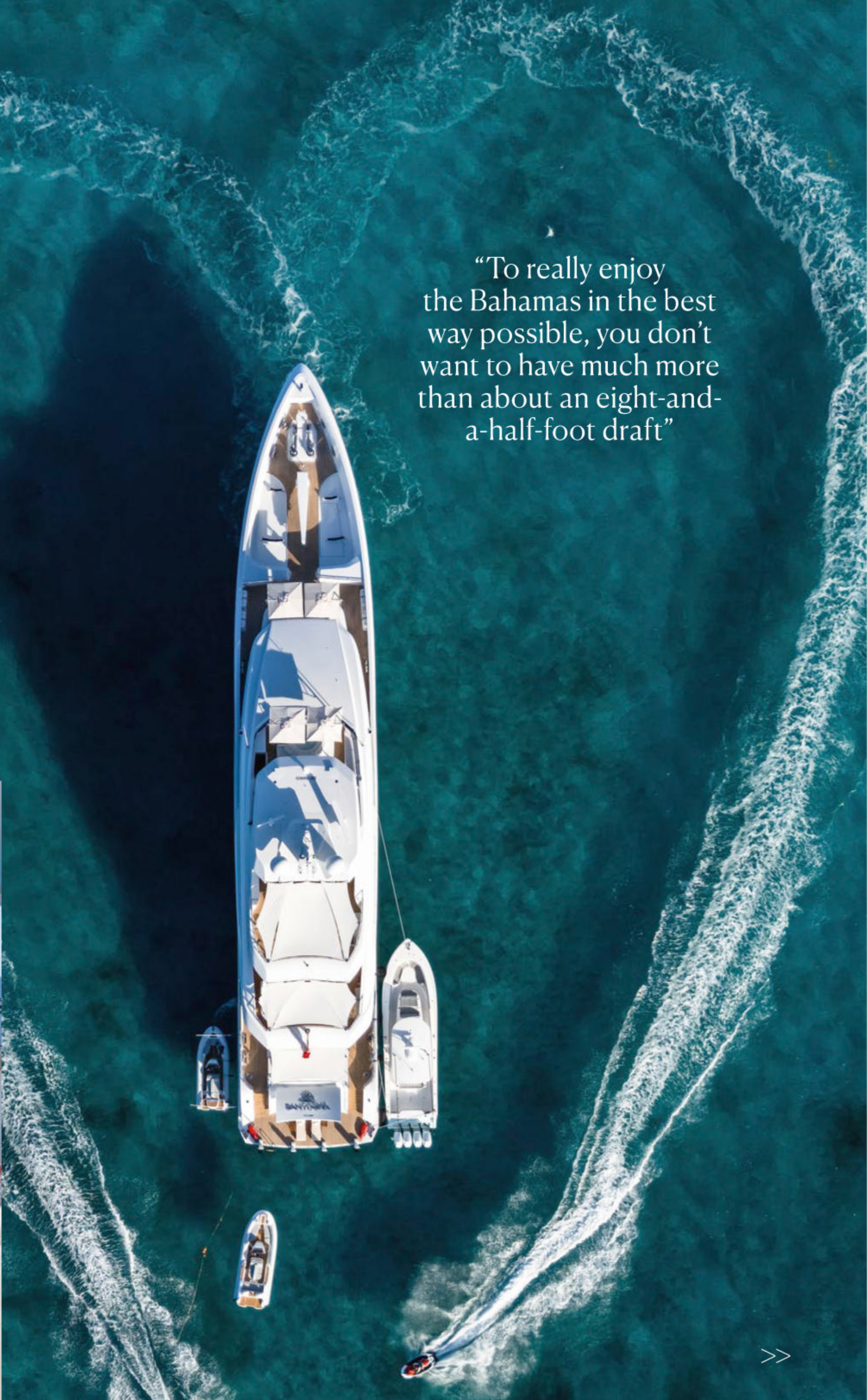
“We reached a point where all our kids had left home, either working or in college, and we had the time and space to contemplate owning a boat,” the husband says. “Having built numerous homes, we thought it would be fun to do a boat project.”

What attracted them to this particular project was primarily the shallow draft, made possible in part by lighter aluminum construction.

“We want to spend a fair amount of time in the Bahamas. And from what I’ve seen over the years, to really enjoy the Bahamas in the best way possible, you don’t want to have much more than about an eight-and-a-half-foot draft,” the owner says. At half load, *Santosha* draws a foot less than that – she was tucked in close to Shroud Cay in the Exumas as we spoke.

The outdoor bars feature a textured front by DKT Artworks, while the decks showcase loose furniture by Summit and Siebensee, upholstered in Holly Hunt fabric

ADDITIONAL PHOTOGRAPHY: JEFF BROWN/BREED MEDIA



“To really enjoy the Bahamas in the best way possible, you don’t want to have much more than about an eight-and-a-half-foot draft”

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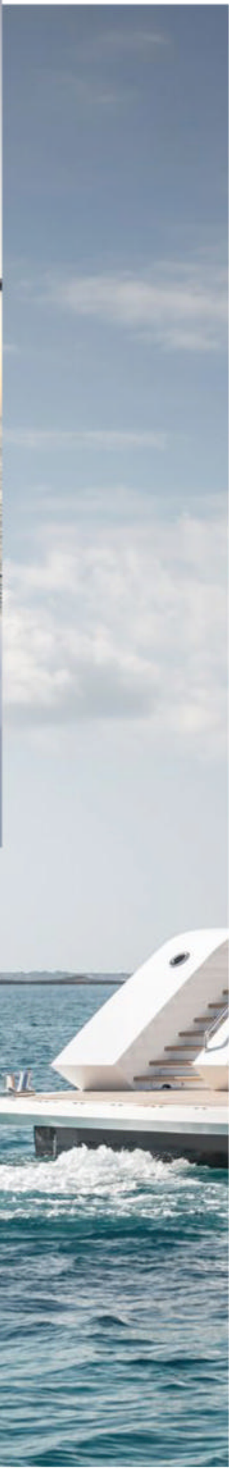
Heesen is building the second in the model series as Project Evita with a few modifications. "We don't just copy and paste," Sara Gianola of Heesen says. "For instance, we moved the jacuzzi from the sundeck to the main deck aft." Right: cut-outs in the bulwark bring extra light into the sky lounge and owner's cabin

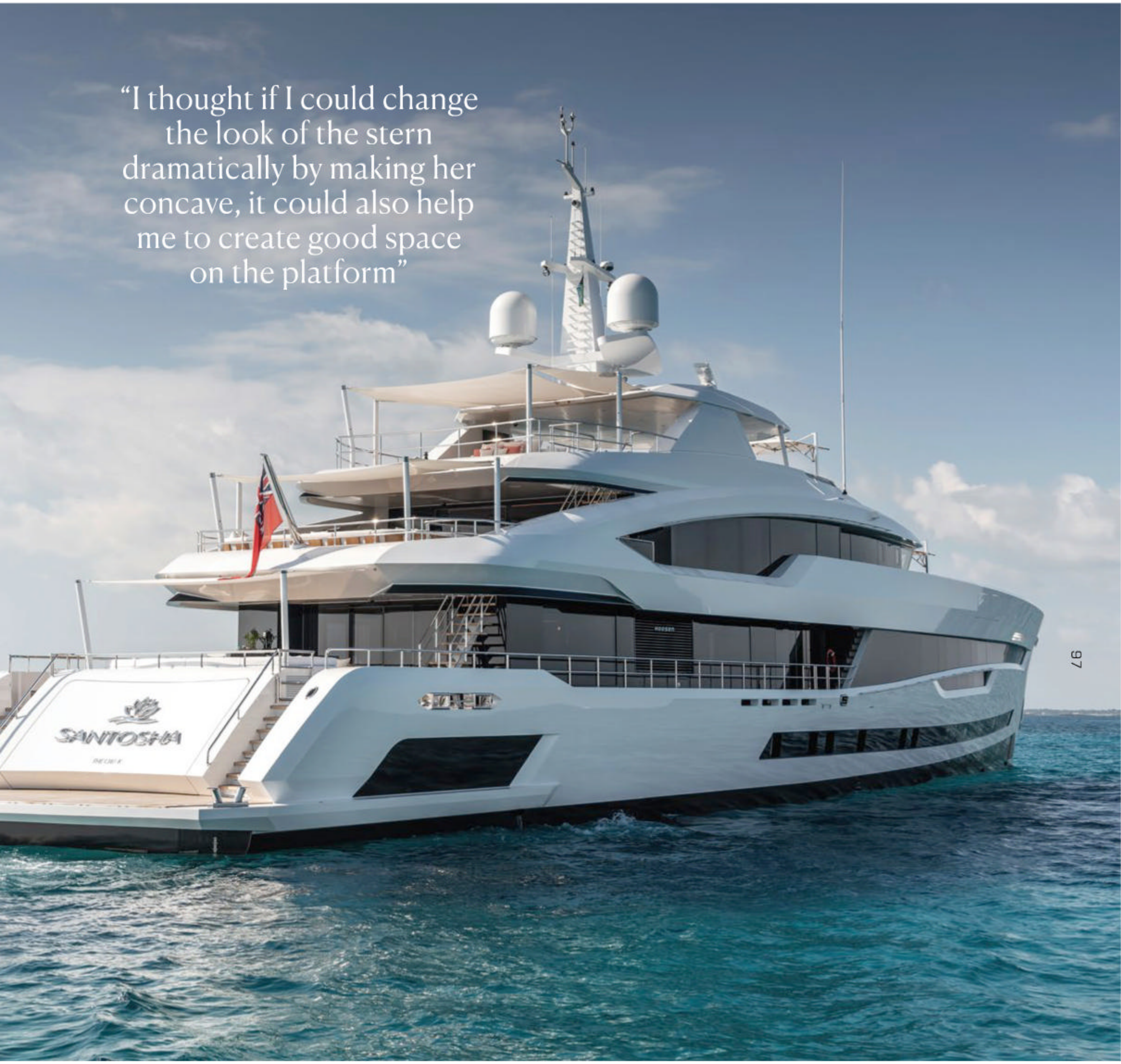
Her award-winning striking looks were also a draw. "The lines are magnificent," the owner says. "Frank Laupman captured the balance beautifully."

The head of Omega Architects is a long-time Heesen collaborator. He brought his signature sculptural style to Project Akira, beginning work on the design back in 2019. "You had to recognize it as a Heesen and it had to be different at the same time," he says.

A starting point was the high foredeck that hides two 20-foot-plus tenders. Adding a Portuguese bridge to this area meant the superstructure had to be pushed aft and be relatively limited in size, Laupman says. This gives the exterior a certain lightness. The design's edge comes from the near-vertical bow and aggressively forward raked bridge windows, while her elegance comes from a long, unbroken window line. Aft, she sports some surprising curves (*see opposite page*).

Unlike the exterior, the interior changed considerably after the owners joined the project. Harrison Eidsgaard originally envisioned it with a different vibe. "We were more penthouse suite-inspired with Akira; it was a bit more masculine," says Richard Whitehouse, director of the British interior design





> "I thought if I could change the look of the stern dramatically by making her concave, it could also help me to create good space on the platform"

THE TRANSOM TOUCH

Except for their name plates, yachts docked stern-to often look the same: passerelles out, twin staircases framing the beach platforms. Frank Laupman, founder of Omega Architects, decided to make Project Akira stand out: "I thought if I would change the look of the stern dramatically by making her concave, it could also help me to create good space on the platform. Because the superstructure is pushed a little bit more aft, I knew that we wouldn't have a lot of aft deck space, so I wanted to optimize the swim platform. A concave-shaped stern hatch gives space for loungers with room to walk behind them." This concave line became one of the defining features of the sporty exterior design, repeated in the overhangs all the way up to the sundeck.

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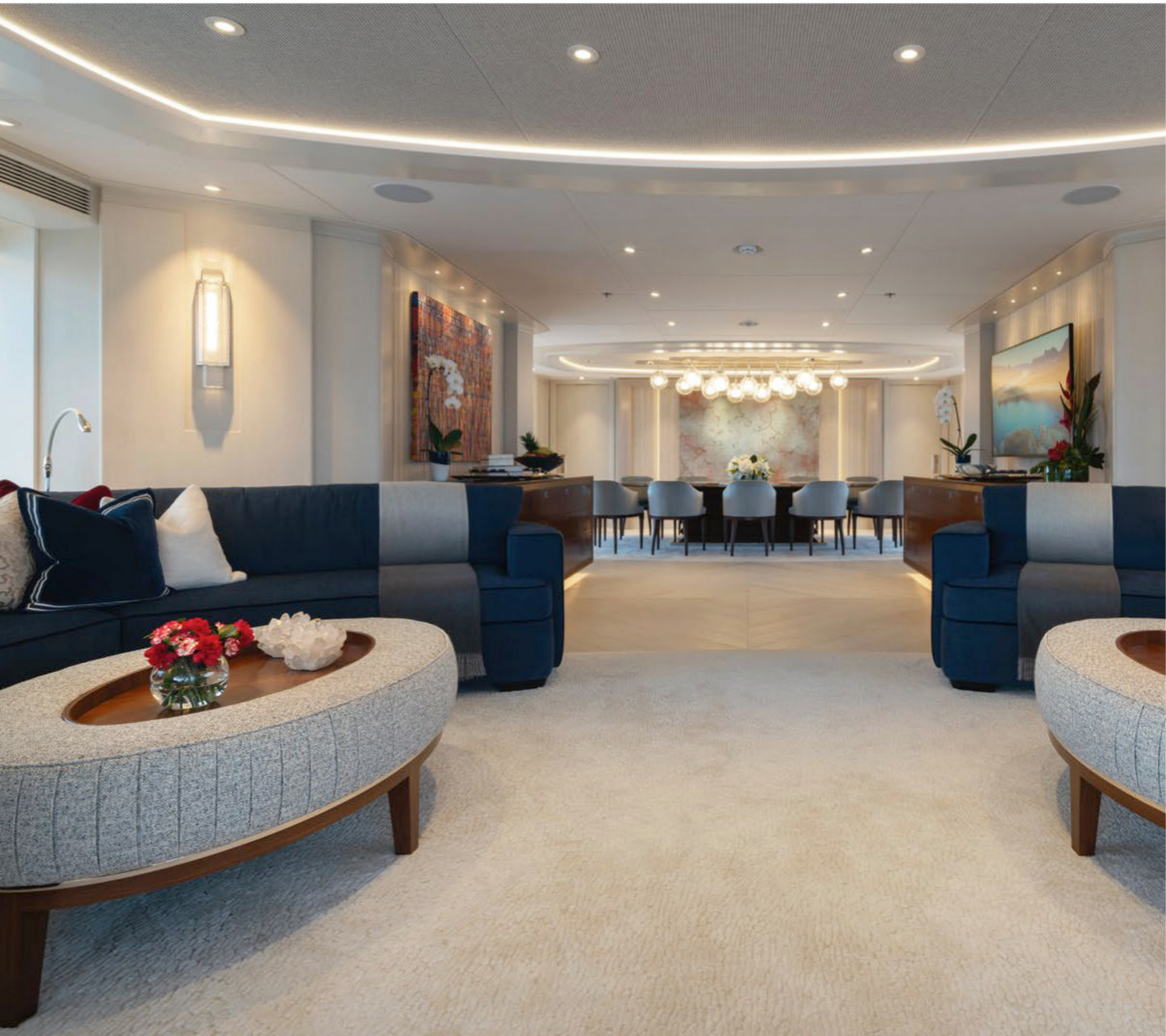
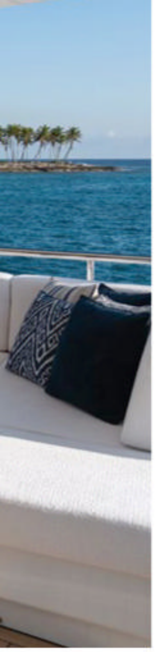
As you enter the main salon, twin sofas aft in navy are a delightful complement to the bright Bahamas blue water framed in the windows behind them





Below: at 822 sq ft with a calm palette of colors, the main salon is at once both grand and serene. Complementing the custom carpet by Oliver Treutlein is pale oak flooring by Hakwood, as seen in the foyer (right)

studio. The owners were looking for something fresher and brighter. They also wanted to make some modifications beyond colors and materials.

"They both are very clear-minded in terms of how they want things to be... with style, design and quality level," Sanford says. "They really wanted it to be an extension of how they lived." This meant turning the beach club into a gym, a significant rearrangement of the owners' cabin and bathroom and alterations to the guest en suites.

"That all had to be worked out before the contract was signed," says Peter Wilson, president of MCM, who represented the owners during the build and now manages the yacht. Revising the specification to align with the owners' requirements was a process he describes as "intense," as the wife exchanged a flurry of sketches with Heesen's interior manager and Harrison Eidsgaard and Wilson made technical recommendations. "It all had to happen quite quickly in order to get the contract signed to maintain the schedule," Wilson says.

The designers say the wife brought an "amazing eye" as well as a pragmatic sense of detail. "She's done enough projects on her own that she absolutely understands the process and understands what we need to do our thing," Whitehouse says. "It was quite nice to work with her, because of her clear instruction and vision; she actually knew exactly what she wanted," Ewa Eidsgaard, co-founder of Harrison Eidsgaard, adds. This included where the hair heating irons would go and how much space is needed for make-up in the guest en suites. "We've never encountered anybody who had that sense of purpose in terms of how the cabin will be used," Eidsgaard says.

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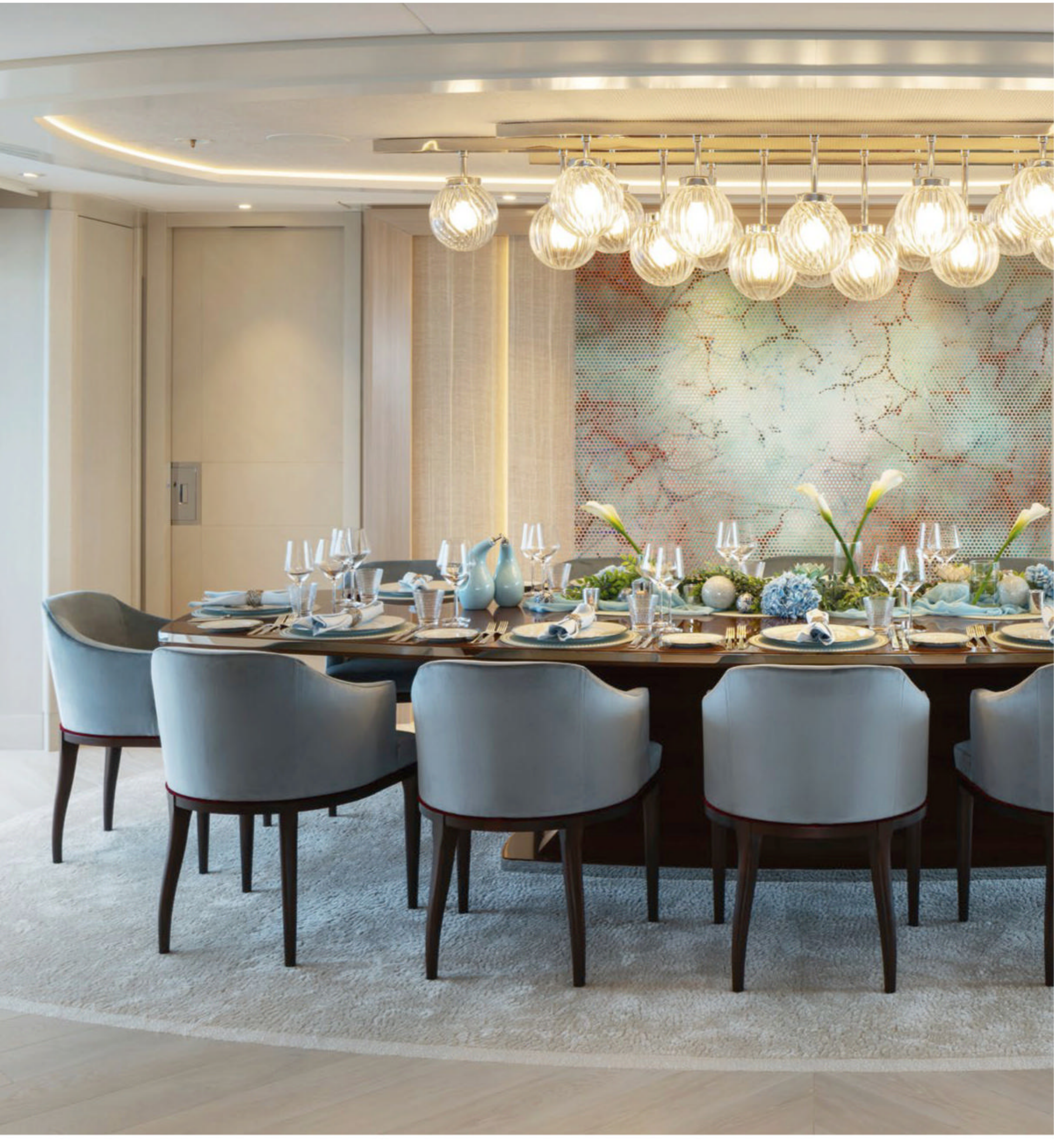

The diners' view of the sea is undisturbed thanks to the largest mullion-free glass panes Heesen has used to date flanking the table.
On the forward bulkhead, textured wallpaper by Innovations USA is the backdrop for the art and chandelier of suspended glass spheres

> "We created an amazing chandelier with Lasvit, a Czech glassmaker who is one of the best in the world, if not the best. And the beautiful artwork there finishes off and makes that entire space personal"

Of all the changes, though, the greatest impact is seen with the wife's new color scheme. As you enter the main salon, twin sofas aft in navy are a delightful complement to the bright Bahamas blue water framed in the windows behind them, and a powerful contrast to the pale palette that characterizes the interior, including the lightest oak flooring Harrison Eidsgaard has ever used.

"Her vision was something very calm and edited," the husband says. "It's a very soothing interior."

"There's a beautiful vista down to the dining room and the dining table with a massive starburst," Whitehouse says. "That's one of my favorite places on board. The full-height windows have no mullions so the expansive view is amazing. Then we created an amazing chandelier with Lasvit, a Czech glassmaker who is one of the best in the world, if not the best. And the beautiful artwork there finishes off and makes that entire space personal."

Throughout the yacht, art curated by the wife is a colorful focal point in otherwise neutral spaces, particularly in the four lower-deck guest cabins and upper-deck VIP. The peaceful off-white background was deceptively difficult to pull off, Eidsgaard says. "There aren't massive changes of materials, it's much more subtle. It's changes of textures, which is very difficult to achieve; it's really tone on tone variations on the same color." To this blank canvas, photography framed above each bed and accessories add a distinct pop of color in each cabin.

When the project moved from spec to owner-led, the owners' main deck quarters were completely redesigned. This involved moving the bulkhead between the master cabin and the bathroom aft and rearranging the now larger en suite to accommodate more storage. In this decadent room, warm lighting offsets the lavishly cool Calacatta marble that was

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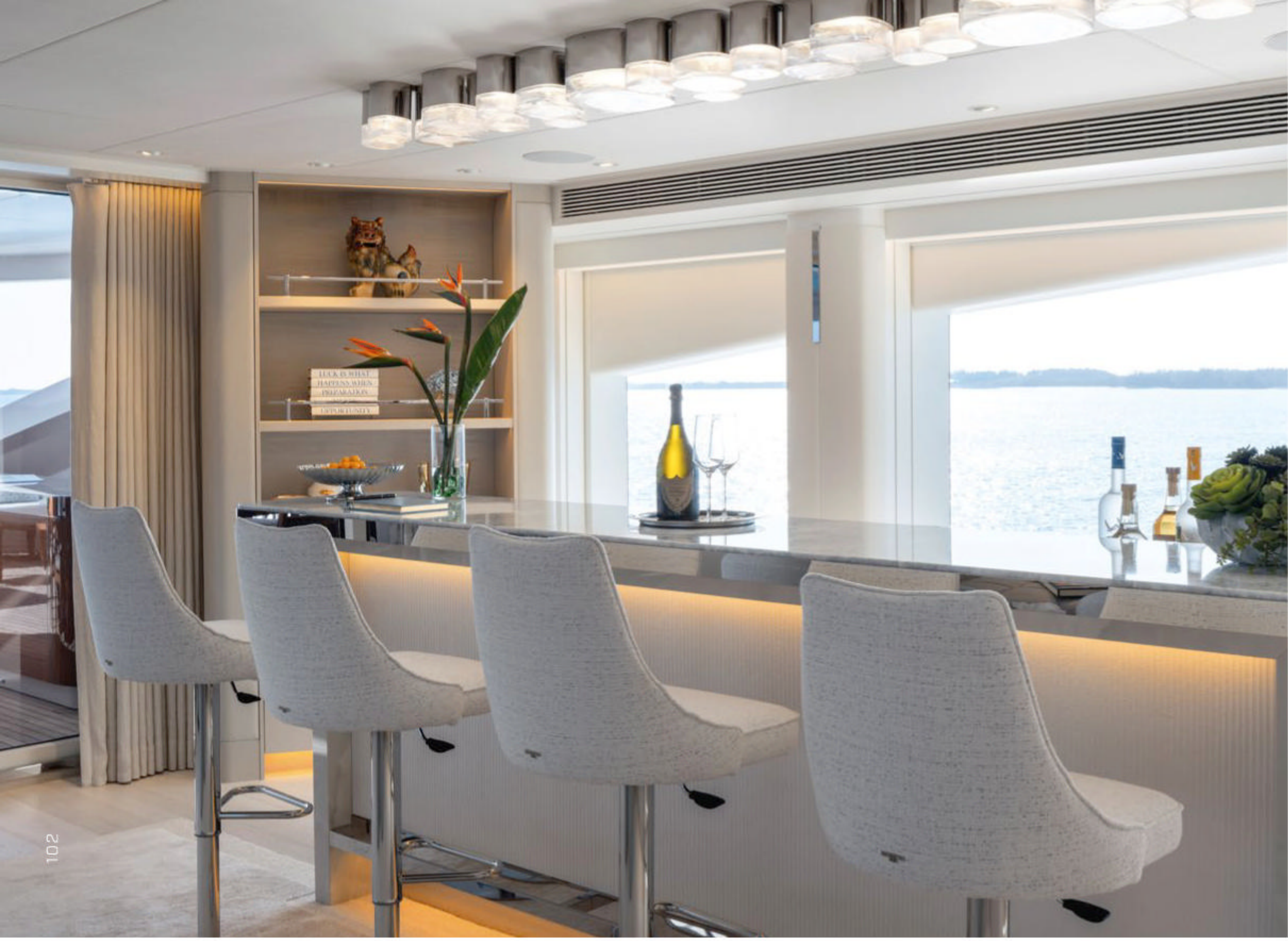


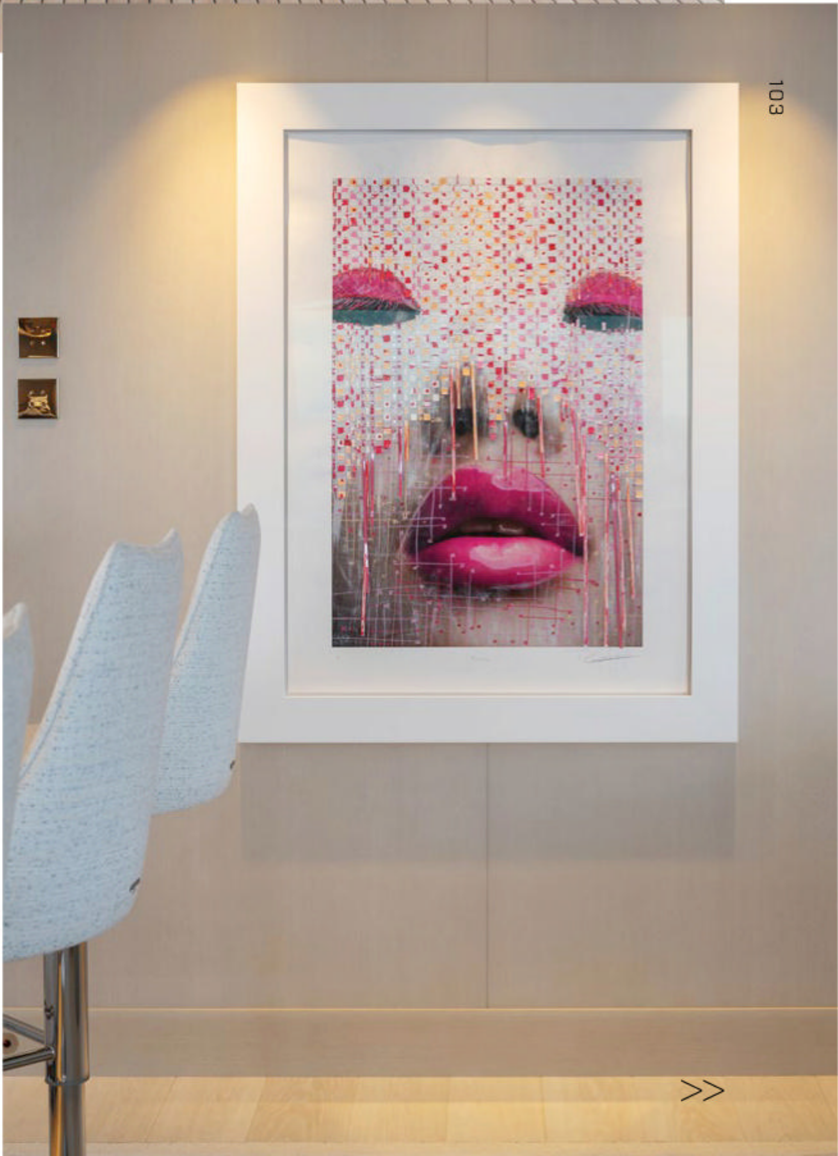
> "The sky lounge is fantastic. It's a wonderful place to sit and have a coffee in the morning or a drink at night"

personally chosen by the owners in Italy. The centerpiece is a plaster wall sculpture above the bathtub called *Garden of Eden*, which was hand-carved by DKT Artworks and cleverly conceals the mandatory escape hatch. The cabin itself is full-beam and keeps the focus on the views to port and starboard. "I love the fact that they didn't over-furnish; you have space to breathe," Eidsgaard says.

Another restful space is the sky lounge, which beckons one to watch television from the custom Parkway England sofa or have a drink at the sophisticated bar with textured front by DKT. Scoops in the bulwarks outside enlarge views from within and massive glass doors open to a circular dining table on the aft deck. Keeping in character, the decor is neutral here too, with color introduced subtly on the baby blue bar top and in the artwork.

While sustainability wasn't the driving factor in the design, "practicality drove us towards products that ultimately ended up being much greener than other boats," Eidsgaard says. Most of the "leather" on board is Majilite, produced without a host of bad stuff like PVCs, plasticizers, formaldehyde, lead or ozone-depleting chemicals. The custom nylon carpets by Oliver Treutlein are recycled in a closed-loop process that captures all plastic ingredients when transforming the yarns into other rugs. And the Hakwood flooring meets rigorous sustainability standards and comes with certification from the Forest Stewardship Council.

The sky lounge (left and right) opens to the aft-deck dining (above). Below: Heesen can build this model with or without an elevator; they chose to include it on this first hull. It runs from the lower deck to the bridge deck



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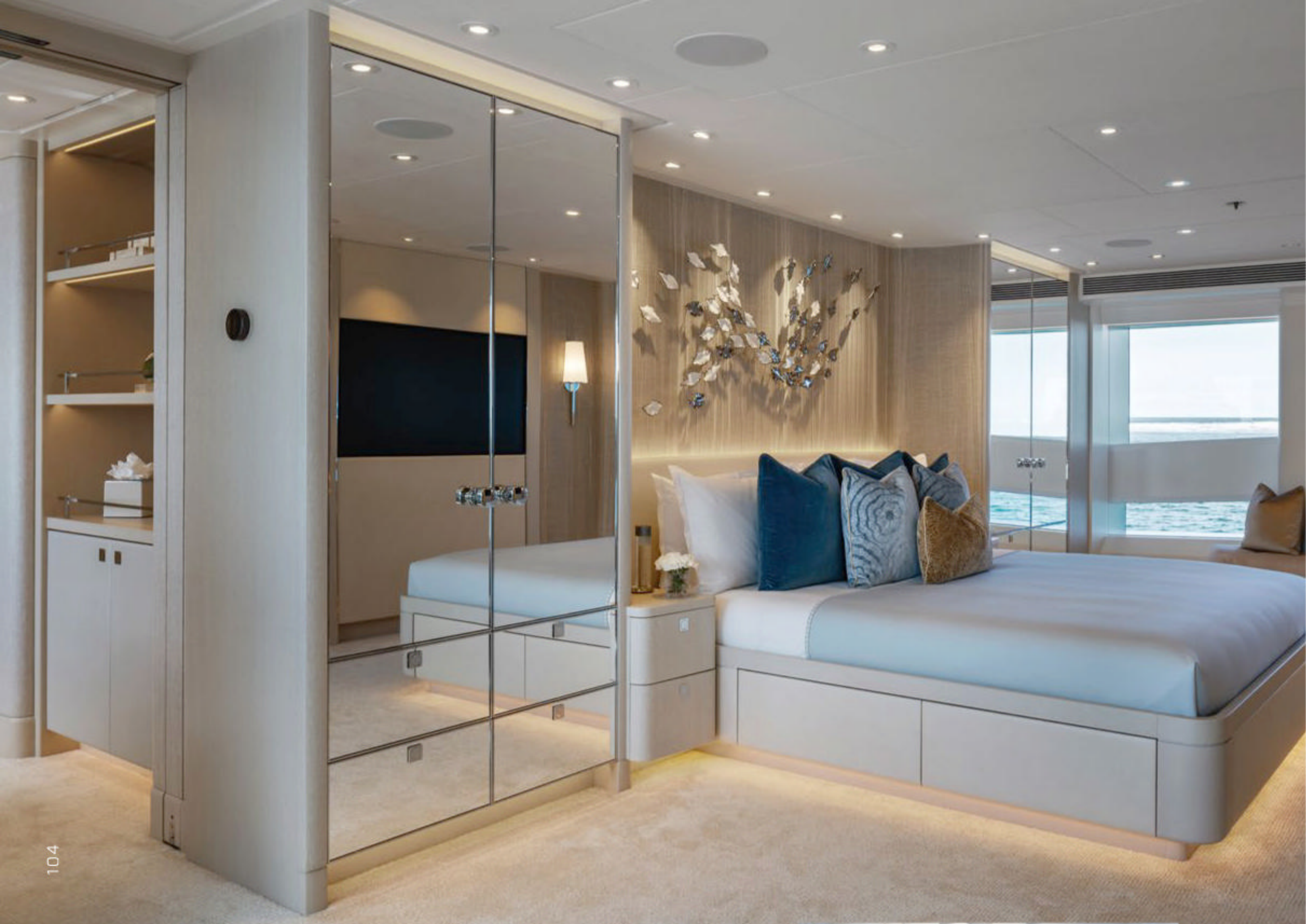
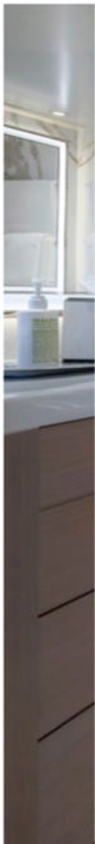


The husband, who thoroughly enjoyed the build process, is now pivoting into owner mode. “Building and owning are two different things,” he points out. “I would say, thus far, it’s been an incredible pleasure. I’m working my way around the boat. The sky lounge is fantastic. It’s a wonderful place to sit and have coffee in the morning or a drink at night. We built a really incredible sundeck that has everything: dining, the sun area, a jacuzzi and a bar. And in lieu of a beach club, we built a great gym in the back that we use almost every morning. It’s just a wonderful space to work out while looking at the water.”

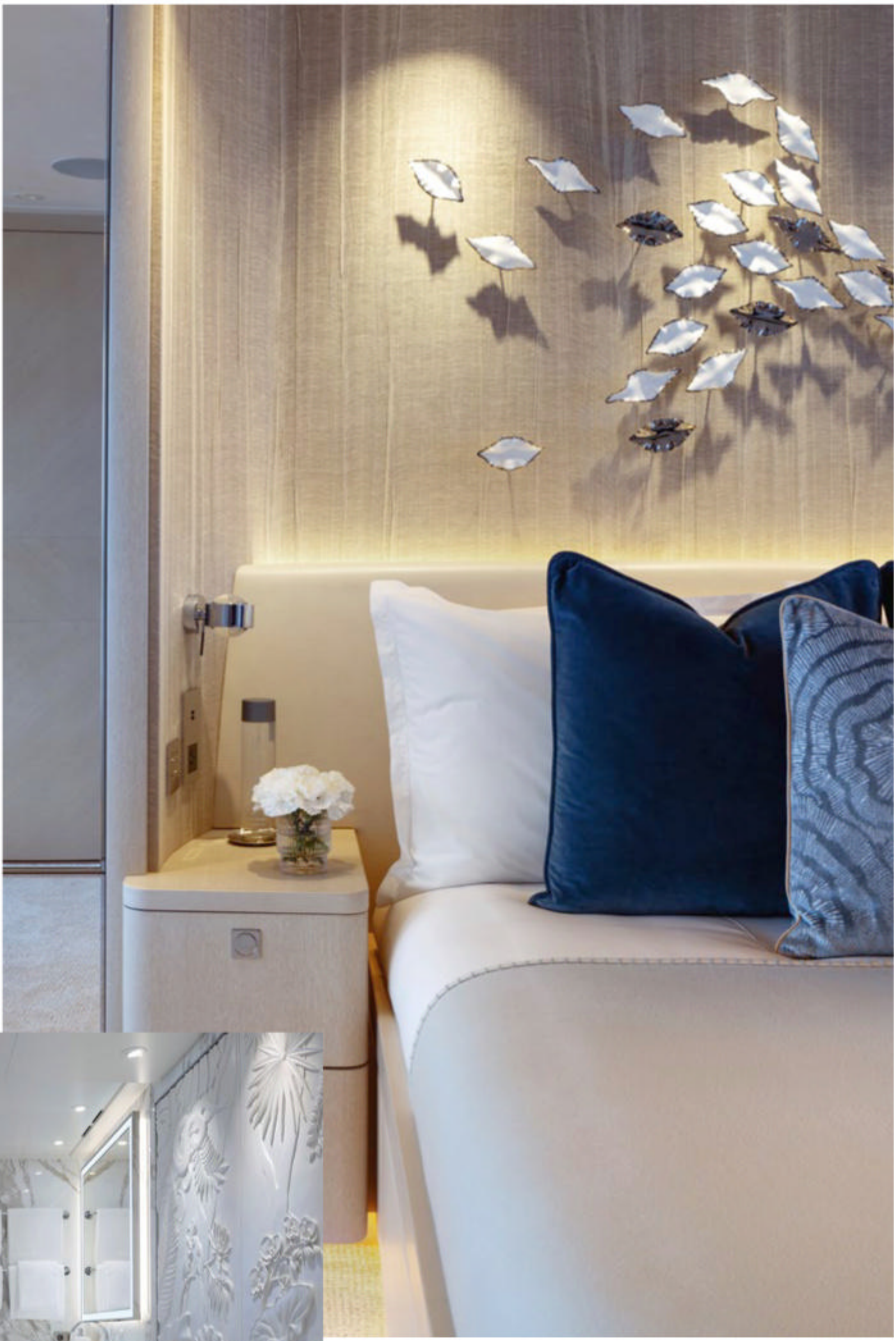
The owners are prioritizing their enjoyment of *Santosha* before offering her for select charters. A boon to that program will be the tenders. In addition to the two Ribeye RIBs stowed on the foredeck, a 46-foot Valhalla center console follows *Santosha* in the Bahamas and Caribbean while a 44-foot Vanquish VQ45 will chase her in the Mediterranean this summer.

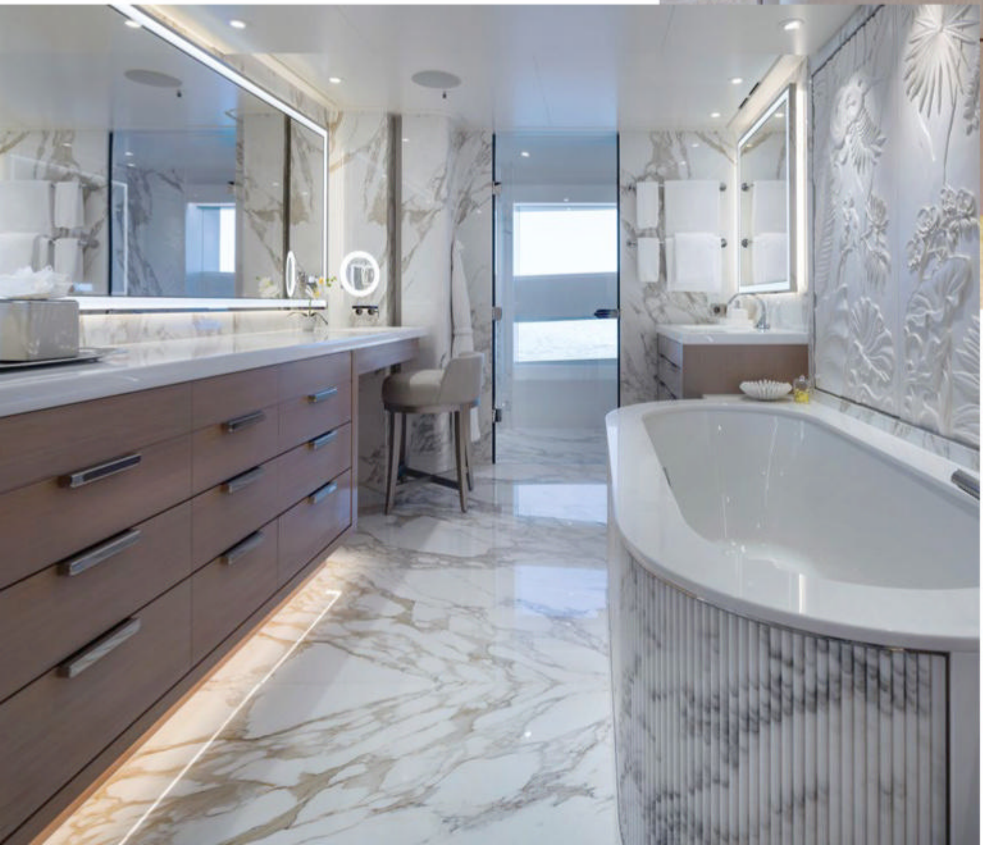
This will be her first Med season. Delivered just as the 2024 season ended, *Santosha* wasted no time crossing the Atlantic to Florida on her maiden voyage, which she did at 12.5 knots, showing the long-range efficiency of the hull form. The FDHF hull, patented by Van Oossanen Naval Architects, also excels in speed. *Santosha*’s 16-cylinder MTU 4000s give her an official top speed of 22 knots, though the captain reports that they can do 23.



Furnishings in the owner’s cabin are purposely kept sparse, save for an armchair and a custom ottoman by Parkway England wrapped around a mullion. Above: the Garden of Eden custom plaster wall sculpture by DKT Artworks is the focal point of the marble-lavished en suite

“The vision was something very calm and edited. It’s a very soothing interior”





Above: a sculptural headboard feature by Haberdashery is composed of delicate porcelain leaves. Left: the plaster wall sculpture over the tub hides an escape hatch

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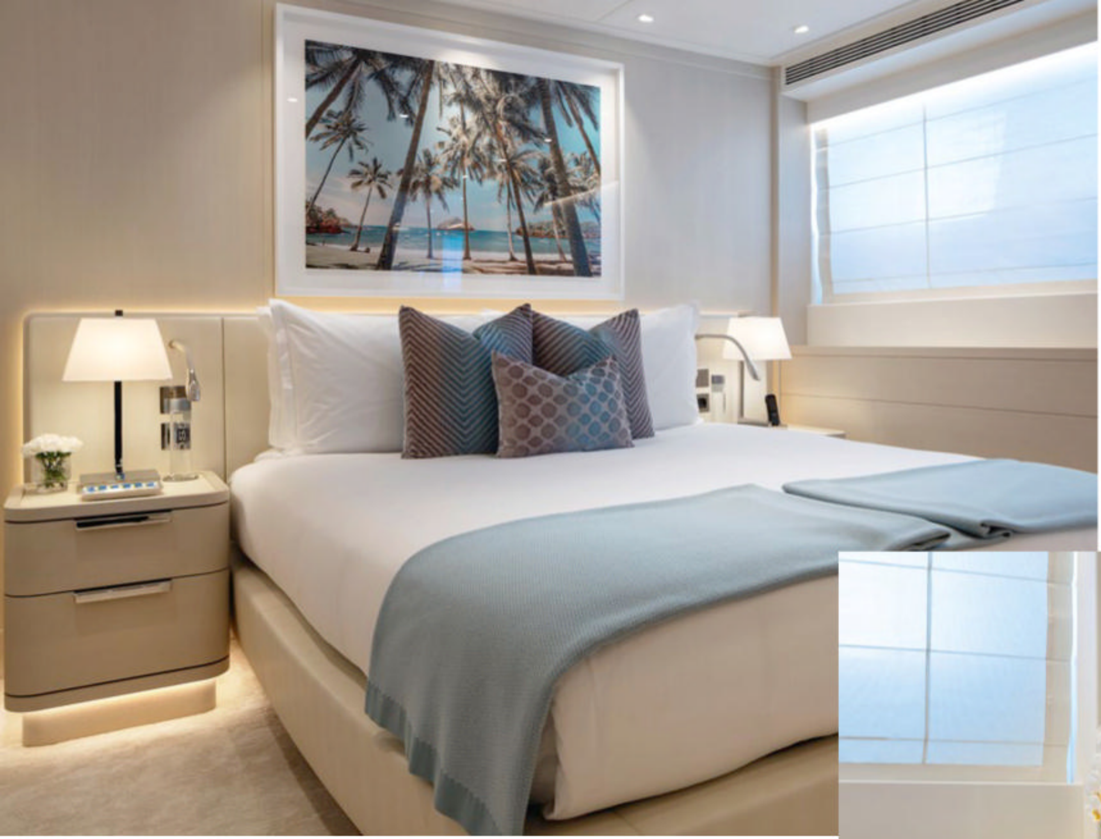
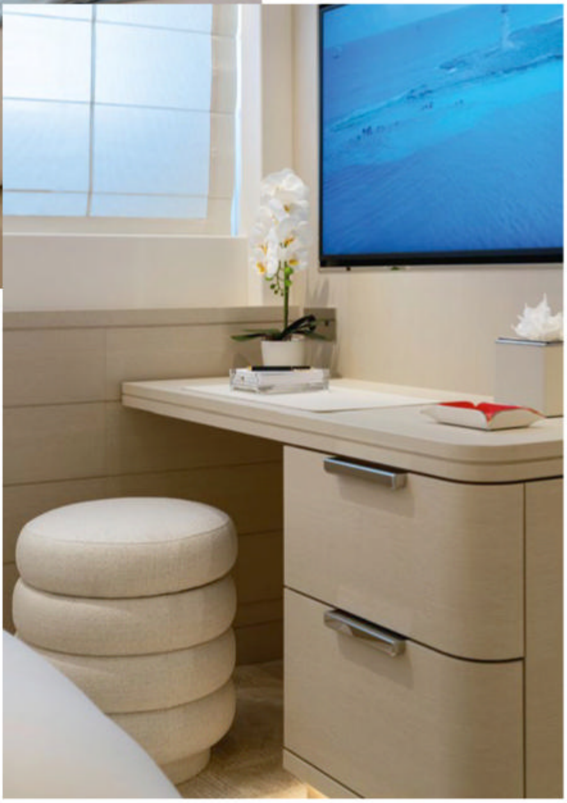
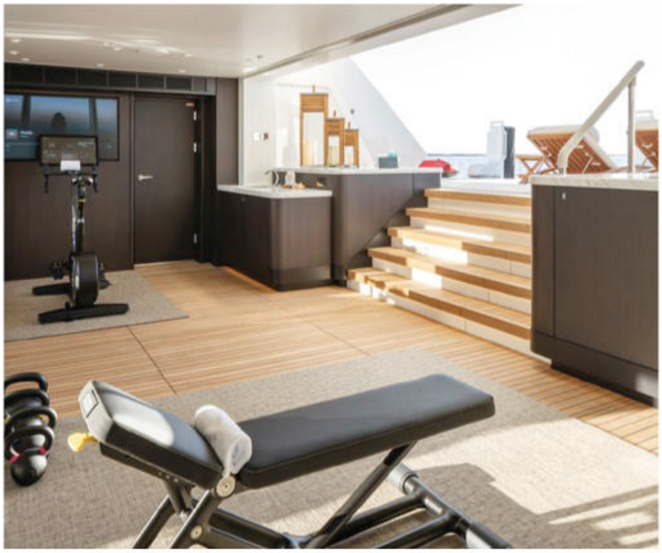


Statement photography in each guest cabin brings color into the tone-on-tone rooms. Below left: the owners reconfigured the beach club lazarette to make a gym, which they say they use every morning





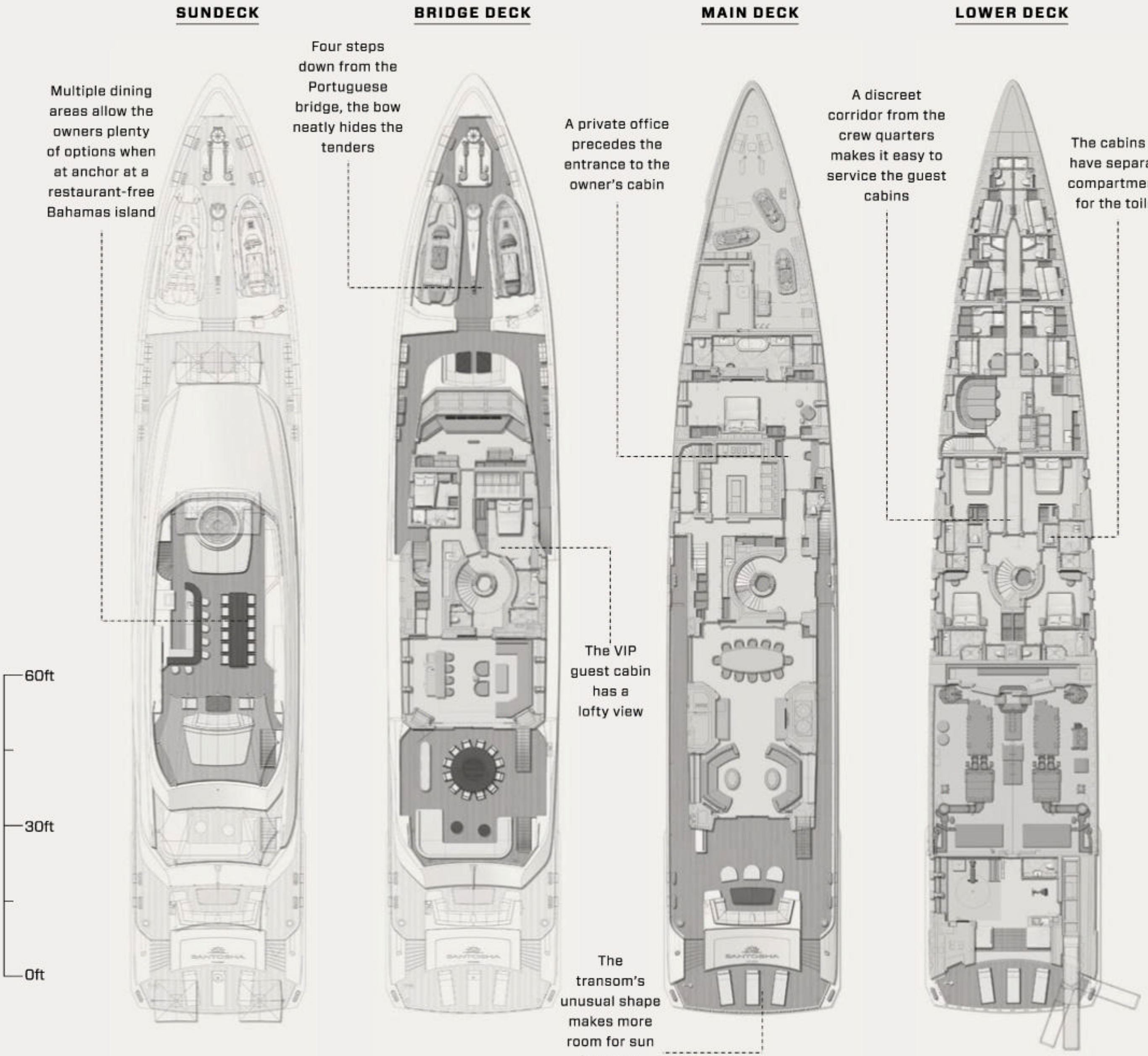
Fitted above the mains and generators is an SCR system that reduces NOx emissions to a negligible level and complies with the world's most stringent emission control areas. The antifouling is also considerate to the sea. Instead of releasing poisonous biocides to control marine growth, *Santosha* has a Sonihull ultrasonic antifouling system that uses ultrasound to create small cavitation bubbles that stop barnacles and mussels from attaching.

Despite the large engines, *Santosha* is exceedingly quiet underway. Captain Gary Young, one of two rotational captains, says that he can't hear if the engines are running from the bridge. "Even in the main salon when you're going quickly, it's quiet and pretty vibration-free, and you're right on top of those great big engines thumping away down below," Wilson adds. Heesen beat the contractual targets for noise and vibration on every count, he says, delivering low numbers like 40dBA in the owners' cabin when the engines are at 1,300rpm.

It's in keeping with the calm feeling the interior exudes. The yacht's name means contentment in Sanskrit. In yoga, it's the practice of cultivating inner peace. It is perhaps a lofty goal for a first yacht, but considering this "starter" yacht's many successes, we wouldn't bet against it. ▪

SANTOSHA

HEESEN YACHTS



Multiple dining areas allow the owners plenty of options when at anchor at a restaurant-free Bahamas island

Four steps down from the Portuguese bridge, the bow neatly hides the tenders

A private office precedes the entrance to the owner's cabin

A discreet corridor from the crew quarters makes it easy to service the guest cabins

The cabins all have separate compartments for the toilet

The VIP guest cabin has a lofty view

The transom's unusual shape makes more room for sun loungers

LOA 186'

LWL 177' 6"

Beam 33' 10"

Draft 7' 7"

Gross tonnage
780GT

Engines
2 x MTU 16V 4000 M65L

Generators
2 x 175kW Zenoro, IMO Tier III

Stabilizers
Naiad Dynamics

Speed (max/cruise)
22/13 knots

Range at 13 knots
3,900nm

Fuel capacity
21,134 gallons

Freshwater capacity
6,340 gallons

Tenders
24' and 20' Ribeye; Valhalla 46; Vanquish VQ45

Owners/guests 12

Crew 13

Construction
Aluminum hull and superstructure

Classification
ABS

Naval architecture
Heesen; Van Oossanen Naval Architects

Exterior design
Omega Architects

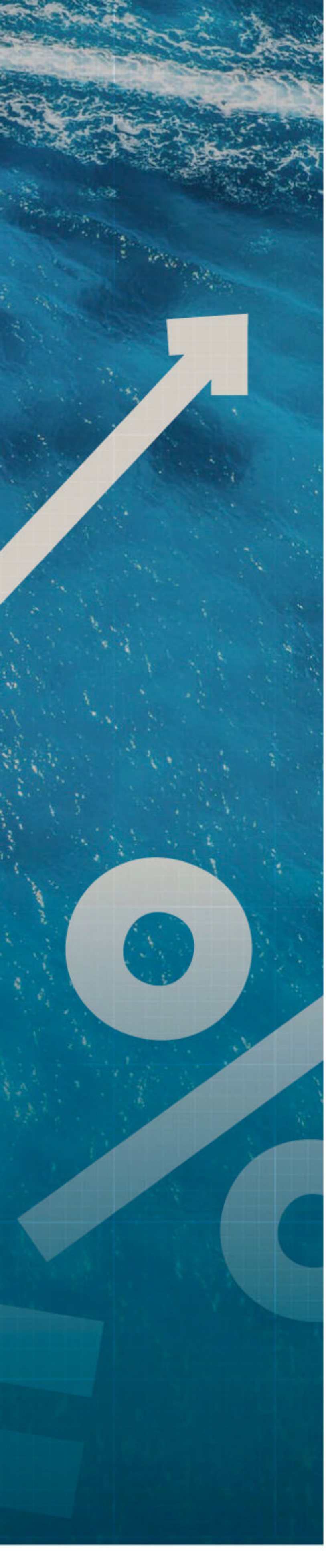
Interior design
Harrison Eidsgaard

Builder/year
Heesen Yachts/2024
Oss, the Netherlands
+31 412 66 55 44
welcome@heesenyachts.com
heesenyachts.com

For charter
burgessyachts.com

Charter math

Much has been written about what makes a great charter yacht, but does the perfect boat translate into profit? And is it even possible for income to offset running costs? *Kate Lardy* crunches the numbers



The Mediterranean remains the most popular charter destination

REVENUE
$17,800

CASE STUDY 1: PRIORITIZING CHARTER

157ft Italian motor yacht built in 2017

Seven weeks of summer charter in the Western Mediterranean, with weekly rates ranging from €250,000 to €310,000

Net charter income: **$1,667,800** Annual running cost: **$1,650,000** Revenue: **$17,800**

A popular-size yacht like this in one of the world's top charter destinations can break even or make money if the owner prioritizes charter over personal use. In superyachting, this is the rare exception, not the rule. Most owners buy yachts for their own enjoyment, with charter of secondary importance, and when they do choose to charter their boat their motivation is not purely financial.

"It is an opportunity to help offset operating costs and a way to keep the vessel moving, not to mention a way to keep the crew motivated," Kellie Shoemaker, head of charter management in Fraser's US office, says.

In fact, in the past, making a profit with charter seemed impossible. Cecil Wright partner Liz Cox, who has been in the business for more than 30 years, remembers the first time she heard of such a thing. It was the early 2000s, and the owner of 246-foot *Leander G*, after enjoying his yacht, put it on the charter market with the intention of making money. "I believe it was one of the first charter yachts that did turn a profit," Cox says.

For Hill Robinson's head of charter management Nicolas Fry, it was the rebuilt explorer *Legend* that convinced him. "I was at Camper & Nicholsons at the time. It was the first time I was dealing with an owner who was not really using his boat for himself or for his family, and he was making money with it. I realized that, yes, you can make some money, but you really need to think of the yacht as a business, not as a boat that you want to use, plus do some charter."

PHOTOGRAPHY: DIMITRY B ON UNSPLASH; ADOBE STOCK

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LOSS
$465,200

CASE STUDY 2: HARNESSING THE WIND

154ft Dutch sailing yacht built in 1998

Nine weeks of charter between the Mediterranean and the Caribbean, with weekly rates ranging from €110,000 to €125,000
Net charter income: **$935,500** Annual running cost: **$1,400,700**
Loss: **$465,200**

Cox has seen sailing yachts become hugely popular in recent years in the Caribbean, with charterers drawn by the winter trade winds that guarantee a good sail, "whereas the motor yachts have really been more about the Christmas and New Year period", she says.

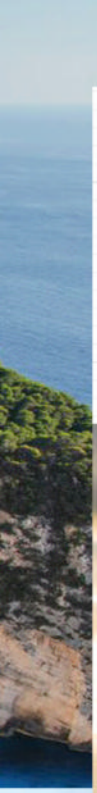
They charter for less than a motor yacht though, and while running costs can be slightly lower than a motor yacht's, the refit period can even things out due to the rigging and sail maintenance. Historically, sailing yacht crew earned less than motor yacht crew due to different expectations of formality on board, but for charter yachts at least, this is changing. "The salaries aren't massively different anymore, because you have to attract the high caliber of crew needed for a successful charter reputation," Cox says.

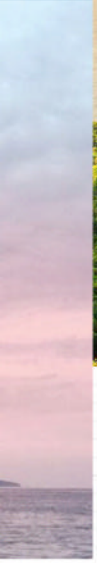
The yacht's age of 27 years affects its charter rate but not its desirability – reputation is the bigger factor there. "Generally there is a difference in charter price between a brand-new boat and an older boat, but it doesn't mean that the experience will be better on the brand-new boat," Fry says. "Experienced charterers might prefer to be on a boat where the crew has been there for a long time."

Cox agrees, using the 13-year-old Abeking & Rasmussen *Arience* as an example. "We could literally fill her calendar two, three times over in the season, because of her reputation and because the owner has a good budget to maintain the interior. The moment a boat looks tired, then she will start to lose her reputation. If you have an owner who loves their boat, who invests in their boat, and employs crew who also care and therefore love the boat, then age is not a consideration, so long as the owner is keeping up with the toys and activities."

> "The moment a boat looks tired, she will lose her reputation"

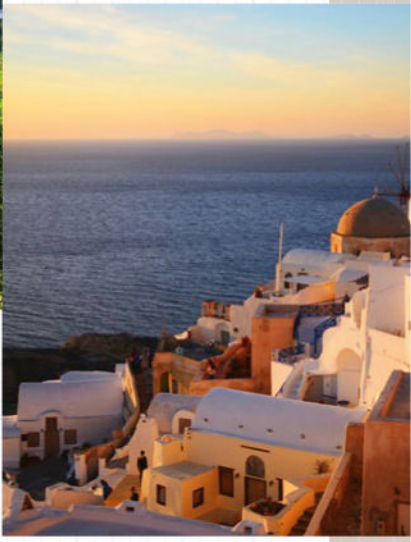
Classic yachts hold a special appeal for clients who like a slower pace of life



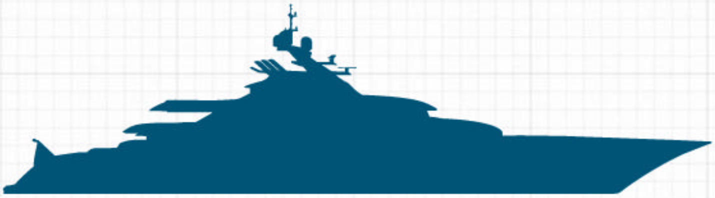


> "On the larger end of the market, we would consider eight to 10 weeks of charter successful"

Chartering for millions a week, the largest yachts, such as *Ahpo* (above), tend to book more multi-week charters than smaller yachts



LOSS
$450,000



**CASE STUDY 3:
IS BIGGER BETTER?**

280ft German motor yacht built in 2010

Eight weeks of charter between the Mediterranean and the Caribbean, with weekly rates ranging from €850,000 to €950,000
Net charter income: **$4,900,000**
Annual running cost: **$5,350,000**
Loss: **$450,000**

Imagine the charter market like a triangle, Cox says, with those who can afford a 100-footer at the bottom and those who can pay $1.5 million a week at the top.

"While the client base for boats over 80 meters [262ft] is undoubtedly smaller than the 50- to 60-meter [164-197ft] segment, the options in the 80-meter-plus range are also a fraction of what is available," points out Chris Callahan, charter and sales broker at Moran Yacht & Ship. "On the larger end of the market, we would consider eight to 10 weeks of charter successful, as it would allow for a good balance of owner's use versus charter," he says. "In the 60-meter market, eight to 12 weeks is normal." He adds that "normal" is contingent "on the boat, its location and the owner's motivation."

Cox's company, Cecil Wright, manages one of the world's largest charter yachts, *Kismet*. Delivered in April 2024, the 400-foot yacht chartered for 45 days last year. "Bearing in mind that she wasn't available straight away (for the 2024 summer season), we would be looking for about six weeks over the whole of the summer period to allow for owner usage, and then two to three weeks in the Caribbean, depending on the owner's calendar," Cox says.

At this size range, multi-week charters are common, she says. "A lot of people will do a two-week charter or more when they're taking something the size of *Kismet*."

PHOTOGRAPHY: ADOBE STOCK; SAM BEAUP ON UNSPLASH; DENYS NEVOZHAI ON UNSPLASH; GUILLAUME PLISSON; EUGENE GOLOVESOV ON UNSPLASH

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CASE STUDY 4: "THE PERFECT CHARTER YACHT"

197ft high-spec Northern European motor yacht built in 2025

REVENUE
$2,250,000

"The Perfect Charter Yacht" is a concept that was designed to make money chartering

12 weeks charter between the Mediterranean and the Caribbean, with weekly rates ranging from €500,000 to $650,000
Net charter income: **$5,615,064**
Annual running costs for the first five years: **$3,350,000** Annual net revenue target: **$2,250,000**

This hypothetical yacht was dreamed up by Fry and his team, after surveying captains, brokers and clients. Hill Robinson launched the concept at the 2024 Monaco Yacht Show as "The Perfect Charter Yacht."

"The idea was to create a brief for designing and building the most profitable charter yacht," Fry says.

The survey revealed that the ideal size is between 50 and 60 meters [164-197ft]. "We decided that 60 meters is more suitable. You want to have 12 guests on board, and you also need a good amount of crew. Generally, for the 60-meter boat, we are thinking 14 crew, which gives more than a one-to-one crew-to-guest ratio," Fry says.

Drawn by Dölker + Voges, the concept includes a spa, a pool hovering above a big beach platform, fold-down terraces and flexible accommodations that could be reconfigured to suit different parties.

Charter income was calculated based on five weeks high season and three weeks low season in summer, plus two weeks high season and two weeks low season in winter. Maintenance costs would be lower initially during the shipyard's warranty period, and the rates reflect the premium that new yachts can charge.

Specced with the latest and greatest, new yachts tend to attract charterers who are moving up in size, Cox adds. "Those clients are looking for the latest modern amenities, big beach clubs, all the watersports activities, inflatable water parks, massage rooms, etc."

MAXIMIZING INCOME POTENTIAL

In general, the market determines charter rates, comparing a yacht to others of the same size, brand, year of build, number of cabins and crew etc. Getting the price right is key to getting inquiries, Fry says. Too high and you won't get as many, too low and clients may wonder what's wrong with the yacht.

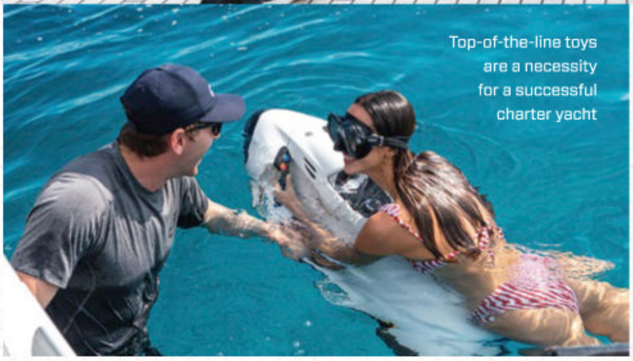
The captain and the crew don't influence the rate, yet they can make or break the program. "An experienced crew creates the foundation for a program's success. The brand of a boat and the amenities offered are certainly important, however an all-star crew can make up for areas where a particular boat might fall short," Callahan says.

"Crew is really the number-one key selling point," Fry agrees. "To have a well-known captain is very important. Captains generally are leading the way; when you have a good captain on board, you'll find the rest of the crew will be good as well. A good chef with great references – someone who has been working in a Michelin-style restaurant or won an award at a chef competition – is also a plus."

Despite how crucial crew are to a yacht's success, the industry's high turnover means a yacht's rate won't be tied to them. "If we base a charter rate on the name of the captain, in six months, we may have to [change the rate] because the captain is gone," Fry explains.

The yacht's pedigree is also important. "The most successful yachts I've represented were more or less all good Northern European brands. I think the reason for that is these

> "An all-star crew can make up for areas where a boat might fall short"



Top-of-the-line toys are a necessity for a successful charter yacht

yachts don't become old fashioned, even after 30 or 40 years. The design is timeless and still appealing to many clients," Fry says.

Classic yachts are a shining example of this. "*Istros* (a restored 1954 Feadship) came on the charter market, I think, in February with us, and by the end of April, her season was full," Cox says. "There is a specific type of client that loves classic yachts, people who like a slower pace of life, maybe a bit more family oriented."

An older yacht may require more care and maintenance, adding to its overall running cost, but spending this money will benefit the owner in the long run, Callahan says. "One way an owner can manage operational costs without compromising the charter experience is to put a good planned maintenance program in place. That might sound conflicting, however spending time and money in the yard for maintenance and regular service will reduce the likelihood of costly breakdowns of equipment, especially during a charter where there could be commercial implications as well as reputational damage for the charter program."

In terms of increasing costs, Callahan says, "insurance is leading the way in a year-over-year increase in certain vessel size ranges." Crew salaries haven't taken any big leaps in the last couple of years but the overall cost of employing crew has risen due to rotational positions becoming more common. "But I think this improves both the owner and charter guests' experience," Callahan says.

Finally, just like in real estate, success comes down to location. In yachting this means the boat's physical location needs to be close to charter hotspots to eliminate delivery fees, Callahan says.

Then, once the first charter is booked, the calendar should be filled to minimize downtime. "It makes sense that if you're finishing in Saint-Tropez, for example, that you start your next charter in Saint-Tropez," Cox says. "Whereas if you start your next charter in Sardinia, then you're losing two to three days just on relocation. We try to minimize the zigzagging."

The good news is this careful scheduling is much easier today than it was in the days when yacht charters never made money. Back then, Cox says she had to courier four versions of the contract to the client, central agent, broker and owning company for physical signatures, then everyone had to receive the fully executed copies before the money would be wire transferred – at the pace of banks of yesteryear. "It could take almost three weeks after an agreement to get a signed contract, whereas now it can literally be done in three hours," Cox says.

A profitable charter superyacht starts with a commercial mindset. "When you think about charter as a business, you think differently," Fry says. "You give priority to the bookings in high season. You choose your crew differently, and you offer the yacht in a different way, in a more commercially minded way."

Add in a stellar captain and chef, a competitive tender and toy package and a meticulous maintenance program that keeps the yacht looking fresh, and watch the repeat bookings roll in. ■

PHOTOGRAPHY: DÖLKER + VOGES DESIGN; HILL ROBINSON

TREASURE HUNTER

Brian Schmitt built his custom 110-foot power catamaran *H2* in North Carolina to fulfill his dream of exploration. *Rebecca Cahilly-Taranto* takes a deep dive into the unique yacht's origins and construction

PHOTOGRAPHY **RICHARD TARANTO / SUPERYACHT CREATIVE**

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> *"Building in America was important to me. I did not like the prospect of subbing the work out to a country that I have no connection with"*

To manage performance given the weight of the helicopter, cranes, tender and submarine, *H2*'s hulls were designed with underwater steps for stability

The design and construction of the custom 110-foot power catamaran *H2* may have taken only a decade from dream to reality, but it was a lifetime in the making. The explorations of a French oceanographer sporting a red skull cap inspired owner Brian Schmitt.

"Back in the 1960s, one couldn't help but be mesmerized by what Jacques Cousteau was doing," says Schmitt, who was born and raised in the Florida Keys and began diving in his teens. "Growing up in the Keys was like a dream for me," he says. "I was underwater a lot and I felt at home there."

The 1974 film *The Dove*, based on the true story of a young man who sailed around the world single-handed, also got Schmitt hooked on the idea of casting off. "I can remember watching that movie and saying, 'I'm going to sail around the world like that.'"

Later, Schmitt found the right partner to live this dream. He met his wife, Dee Dee, in graduate school while working on his master's in neurophysiology. Both have degrees in biology and an affinity for collecting, exploring, diving and, of course, boating. In 2003, they built a 57-foot custom cold-molded wood/epoxy power catamaran they ran themselves. They named it *Hippocampus*, which is polysemantic for the part of the brain that stores emotion and memory, the name of a genus of species that includes seahorses, and the Greek name for Poseidon's steeds.

As often happens, the couple slowly outgrew the 57-foot *Hippocampus* and its 17-foot tender. "I wanted a twin-engine tender for redundancy and more room for dive gear," Schmitt says. "I anticipated that we would want to use our boat more as we got older and knew that, sooner or later, I wouldn't be able to run and maintain it alone so we would need crew and a bigger boat."

A CAROLINA CAT

Wanchese, on Roanoke Island in the Outer Banks, remains a major hub for the construction of sportfishing and commercial vessels designed to withstand the rough waters of the Atlantic.

It's home to Bayliss Boatworks, Spencer Yachts, Ritchie Howell Yachts and Scarborough Boatworks, among others. The tradition of boatbuilding runs generations deep here, merging traditional boatbuilding skills with advanced composite techniques.

Wanchese owes its reputation in the sportfishing boat world in no small part to ex-captain Buddy Davis and Davis Boatworks, which at its peak, was the area's largest builder and employed around 180 people. In 2012 Gunboat took over the vacant facility inside the marine industrial park, which became available again when the high-performance catamaran builder ran into financial trouble.

H2's owner and build team saw an opportunity to showcase anew the skills and facilities in Wanchese to the yacht world by building the 110-foot custom catamaran there employing local talent.

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H2 was built to carry and launch a fleet of tenders and toys. The design was primarily driven by the launch and retrieval system for the 26ft Calcutta tender (above), which stows on the aft deck along with a submarine and a utility vehicle. When the toys are off-loaded, the deck becomes a spacious site for al fresco dining (left)

As he did with *Hippocampus*, Schmitt researched custom and production builders for his next power catamaran. He couldn't find anything on the market that ticked all his boxes.

"My specs were somewhat unique and a little different," he says. The new boat would ideally launch and retrieve a 26-foot Calcutta catamaran tender and a small car, house a fixed-wing aircraft and a dive locker, be powered by an advanced hybrid lithium battery package, have a 4,000-nautical-mile range, and feature a rugged, no-nonsense profile. And he wanted to build it at home.

"Building in America was very important to me," he continues. "I did not like the prospect of not knowing the people, language, culture or subbing the work out to a country that I have no real connection with."

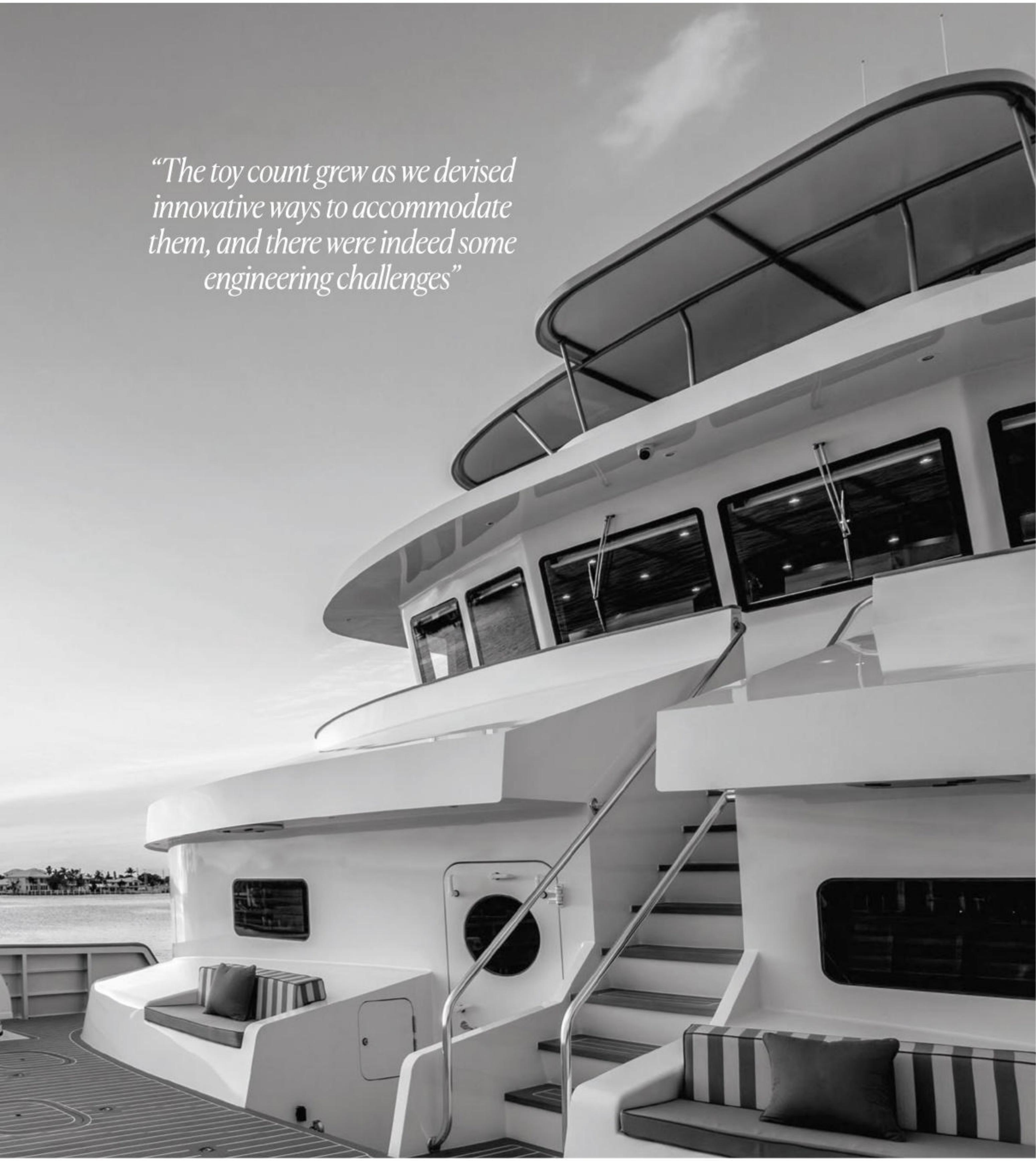
So he assembled an all-American team, including renowned catamaran build expert Felix Herrin and multihull specialist John Marples (a UK native who made his life in the US), both of whom had worked with him on the build of the original *Hippocampus*. Marples, who adapted and developed the Constant Camber construction system for multihulls, is behind the design of many sailing and power catamarans, including ferries. They contracted Van Gorkom Yacht Design of Portsmouth, New Hampshire, for the naval architecture and detailing.

"I would not have done this project for anyone else in the world except Brian," Herrin says, recalling the 2014 conversation wherein Schmitt asked him, "Do you have another boat in ya? It'll be just like *Hippocampus*, but with longer legs."

"Any builder will tell you they want the full design before they will build," Herrin says. "At the start of this project, Brian didn't know exactly what he wanted, but I knew that it would be alright to take on something like this because I knew he would be behind it and behind me."

Herrin, Marples and Schmitt had their first design meeting about *H2* aboard the original *Hippocampus* in Bimini. Bad weather kept them there for three days, which was the perfect amount of time to iron out the important details. "We hunkered down and developed a list of the important features, went through a couple of design iterations and got the shell of the boat figured out," Schmitt says.

What began as an idea for an 85-footer – with a large master, salon and galley – to carry the original list of toys grew over a two-year design period to 100, 105 and finally 110 feet, with guest staterooms, a Robinson R44 helicopter and a two-person Nemo submarine added along the way.



> “The toy count grew as we devised innovative ways to accommodate them, and there were indeed some engineering challenges”

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H2's interior tells a fascinating story, with each piece procured from a collector's perspective. In the salon, guests are greeted by a 1719 map of the western hemisphere over the fireplace. Maps feature prominently throughout tOhe interior and reflect the owner's passion. He compiled and co-authored the book *The Florida Keys — A History Through Maps* and is building a new home on his property dedicated to housing and displaying the maps he has collected

Choosing the decor was "like treasure hunting. It's an addiction if you have the collector mentality, which my wife and I do"

As for style, the team's original vision was for a purely functional "trawler-style catamaran" with a "workboat" look. This, too, evolved, Herrin says, "Originally it wasn't even going to have paint on it."

"We got a fairly nice-looking boat at 110 feet, with a length-to-beam ratio of 13:1," Marples says. "That is pushing the limits of being able to carry a significant load, although we have 12,000 gallons of fuel aboard. We designed the boat to be around 320,000 pounds but also wanted to keep it within a range."

While composite is a choice material for strong and lightweight vessels, there were disadvantages to selecting composites for this project, notwithstanding the workforce and facility type needed for the build. Thus, it was decided that *H2*, unlike *Hippocampus*, would be an all-aluminum vessel, to be stiff and sturdy, like an expedition yacht, yet lightweight enough to perform as intended. Aluminum would also be easier to service than fiberglass, should the boat require maintenance or repairs during its remote travels.

Armed with the designs and plans, the team looked for a site to build what they had conceived. "We were looking around for yards that could accommodate the build, and (boat builder) Buddy Davis's old building came up," Schmitt says. The former home of Davis Boatworks and the famed Carolina flare hull design, in the small town of Wanchese, North Carolina, was the perfect fit for them.

"Wanchese is a great town with a wonderful boatbuilding heritage," Schmitt says. "It is very similar to Marathon [in the Florida Keys], and that's one of the things that drew me to it. We found a great group of local guys to work on the project, a few of whom had previously worked at either Spencer Yachts or Bayliss Boatworks."

Construction began in September 2017. "We bought 25,000 pounds of aluminum ingots, sent the panels to a water jet guy, and then put them together like an Erector Set," Schmitt says.

For its virtues, aluminum construction requires some extra attention. Corrosion, of course, can be an issue, so the team brought in cathodic protection expert Ted Swartz of Electro-Guard who developed a 15-amp Impressed Current Cathodic Protection system for the boat. Aluminum also tends to transfer sound and vibrations, so the team collaborated with Soundown to address sound attenuation.

"Our first guess was that we would have about 15,000 pounds of interior materials to totally isolate," Marples says. "I was surprised at the lengths that we did go to totally isolate all of those interior surfaces."

The team replicated the Evolution Marine Shaft System installed aboard *Hippocampus*, used double-isolation mounts for the 38kW Northern Lights generators and incorporated laminate plywood and cork, Roxul lightweight insulation and Sylomer foam throughout, effectively creating a "floating" interior without fasteners.

Power management was another key area of focus for this explorer catamaran, and here again, they sought a custom solution. Nigel Calder, an expert on lithium-ion batteries in boats, and Bruce Schwab of Ocean Planet Energy, collaborated on a power management system designed with multiple redundancies.

"Our key concerns were to provide redundancy, ensure that critical loads continued running in the event of a lithium battery cut-out, deal with the large electrical load from the engine room fans and address the restrictions that were in place at the time regarding the engine alternators," Schwab says.

A dedicated flybridge/communications battery bank, with its own inverter charger, keeps the DC and some AC loads running in the event of a main battery bank cut-off. Schwab also devised a workaround to the restrictions on engine alternator upgrades at the time by using dual large DC/DC converters on the starting batteries that move energy from the starting banks to the house bank when the engines are running.

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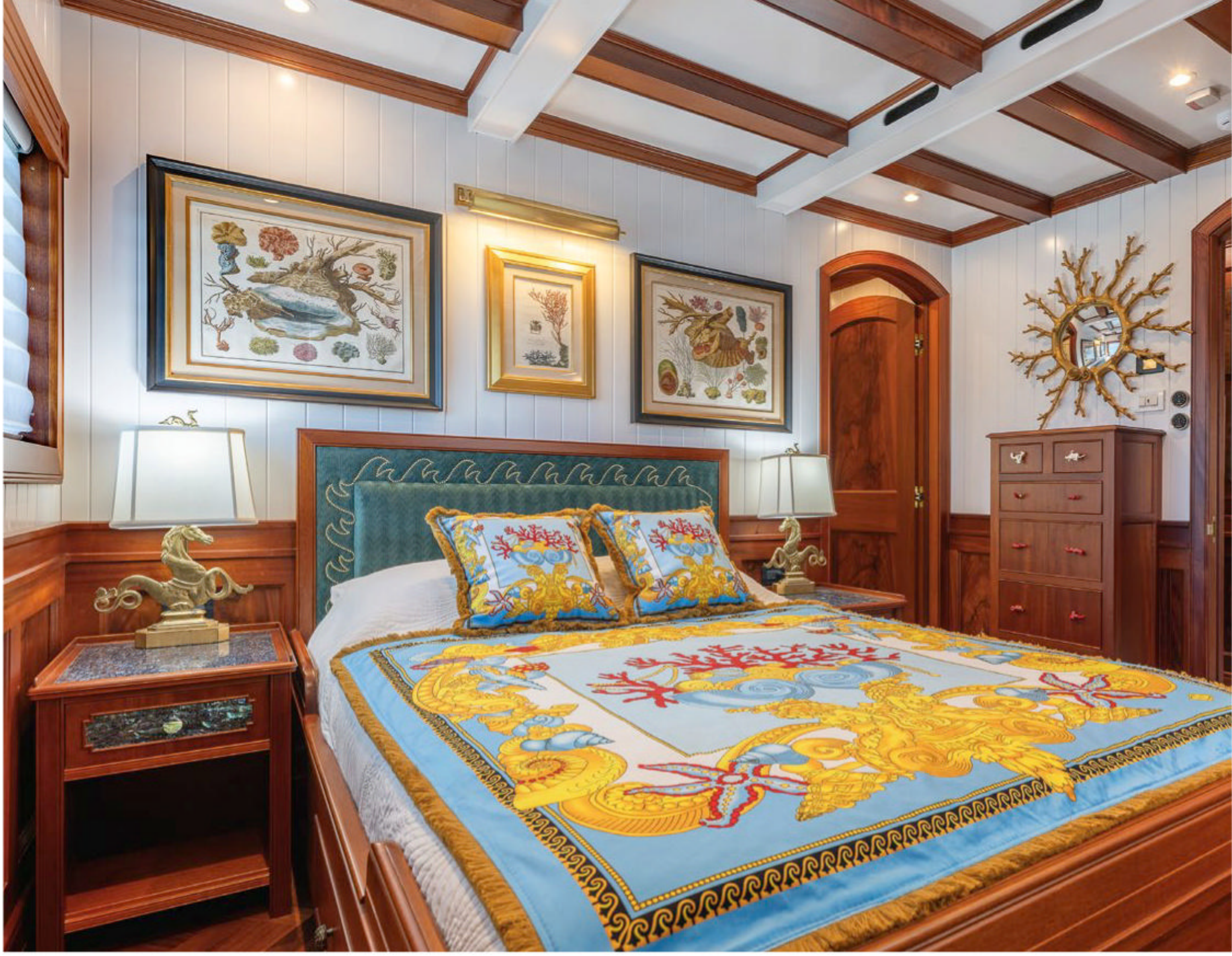


"In addition to the two sets of lithium batteries – one for communications and one for the house," Schmitt says, "we incorporated solar panels and specified propane for the appliances to reduce the house load."

The owners designed the house itself as an enclave of comfort, with whimsical details and delightful accent pieces that convey their depth of attention to each space and their fondness for collecting.

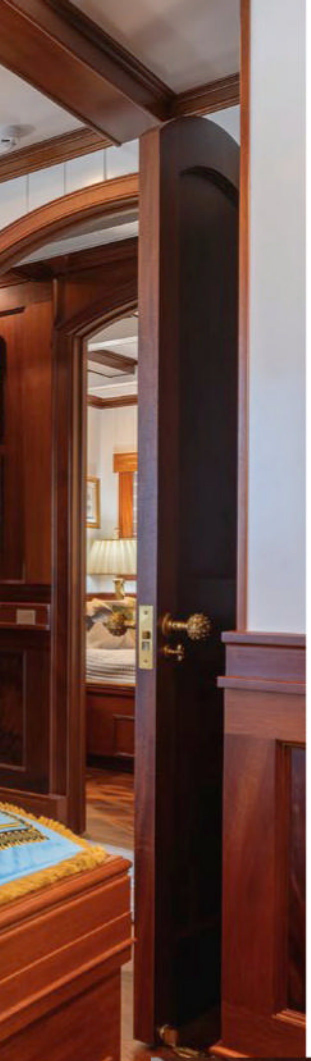
Shops like Stone Age Antiques in Miami and Nautical Furnishings in Fort Lauderdale inspired much of the decor, which Schmitt says was "like treasure hunting. It's an addiction if you have the collector mentality, which my wife and I do."

Within the main salon and open galley area, thoughtfully curated custom furnishings are punctuated by Venetian Grotto pieces from the 1800s. A piece of fossilized wood from Madagascar that is estimated to be between 100 and 200 million years old serves as a side table. A 1719 map of the western hemisphere adorns the salon's propane fireplace. Among the many items Schmitt collects with passion are old maps.

"For me, maps are the confluence of arts and science, the melding of the two," he says. "I am fortunate enough to own the first printed map focused on the New World, which was printed in 1511 and predates the discovery of Florida in 1513. Interestingly, front and center on this map are the Florida Keys."

The main deck's guest spaces include three en suite queen staterooms and a ship's office along a long, map-adorned hallway. Highlighted by Honduran mahogany dimensional brightwork, African mahogany veneers, and flooring patterned after the parquet of Versailles, each room and en suite features a distinct nautical-inspired theme and decor. From fish and sharks to sailors' valentines and whales, the theme of each space is complemented by exquisite details and accessories. Hand-carved thematic elements in the window frames, custom plumbing fixtures from PE Guerin, cast drawer pulls of birds, shells, nautical knots, and sea creatures and mosaics in the bathrooms mirror each room's theme.

Unlike *Hippocampus*, which did not house a permanent crew, *H2* has been designed to accommodate a crew of four, with the twin hulls dedicated to the crew quarters and mechanical spaces. The generous work and living areas comprise a crew mess, kitchenette and queen-berth en suite cabin for the captain and chief stew couple in the starboard hull, while another queen cabin, a twin bunk, head and laundry area accommodate the first mate and deckhand in the port hull.



As the design of *H2* expanded from 85ft to 110ft, so did the opportunity to incorporate additional guest staterooms. Three meticulously designed staterooms, along with the owner's office, are located forward on the main deck, each with its own decor theme

Whimsical details and delightful accent pieces convey the owners' depth of attention to each space and their fondness for collecting

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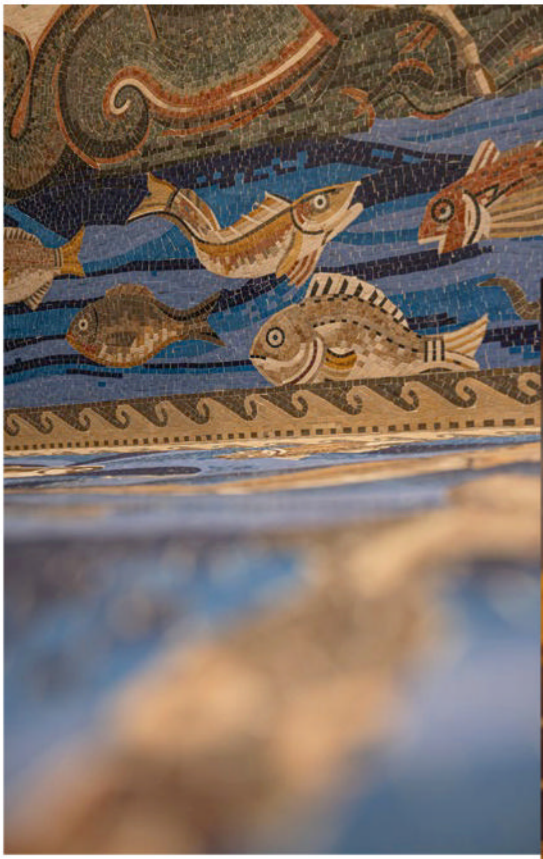

Right and below: situated on the bridge deck, the owners' suite is a refreshingly unique and personal space. Her affinity for working with birds inspired this room's theme. The en suite features a replica of the third-century CE fresco of Poseidon (left). Above: a map-adorned corridor on the main deck leads to the guest cabins

Highlighted by Honduran and African mahogany and flooring patterned after the parquet of Versailles, each room features a distinct nautical-inspired theme

On the upper deck, the bird-themed owners' cabin is situated aft of the full-beam bridge with its own seating area and dayhead. The owners' en suite features a stunning mosaic cascading from the shower to the floor, which is a replica of a third-century fresco of the Greek god Poseidon in a chariot drawn by two fish-tailed horses (Hippocampi).

"Brian had a fun time spec'ing out what he wanted to put on the boat and procuring the interior stuff," Marples says. "But he's also technically able to handle the management and operation of the boat." Not only is Schmitt a capable captain, but he's also a pilot, and, most recently, a certified submarine pilot. The request to add a two-passenger Nemo submarine and its own launch and retrieval system to the list of toys carried on board necessitated careful calculations.

"I guess one could call them 'toys', but I see them more as mission-critical tools to support Brian's vision for the boat as a vehicle for exploring the world," says Geoff Van Gorkom, who collaborated with engineers from HydroComp to analyze the powering performance of the vessel and optimize the propeller geometries given the load required.

"The toy count grew as we devised innovative ways to accommodate them, and there were indeed some engineering challenges, such as the foundation for the crane that launches and retrieves the sub on the main deck aft," Van Gorkom says. "This crane has the added complication of retracting and disappearing into a compartment in the helideck. The foundation system for the telescoping davits that launch the (5,500lb) Calcutta 263 also required some thought, given that the cantilever loads with the tender hanging from the fully extended davit arms is considerable."

Except for the 17-foot Twin Vee, which is launched and retrieved from the foredeck, the stern is dedicated to the "toys." Beneath the helipad for the Robinson R44 on the bridge deck, the main deck aft houses a large dive locker and stores the submarine, tender, an Oreion Reeper vehicle and a sizable barbecue grill. When the

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> *"It was a great opportunity to show the world that there are alternatives to the European yards"*

tender is launched, the area becomes a spacious site, punctuated only by two support cranes, for al fresco dining.

"Originally, we were trying to do away with columns to support the beam cranes, but Geoff didn't like that, so we ended up with these columns on the aft deck," Schmitt says. "They support the helideck above as well. I had a hell of a fight getting the 12-foot window in the salon; Geoff didn't like that structurally. We argued over the structural poles, and I lost. I won the window though!"

The owners plan to take *H2* with their crew and small groups of friends first to Curaçao, Greenland and Eastern Canada, but the longer wish list also includes the Antarctic Peninsula, Chilean islands, Patagonia, and the Falkland Islands. In anticipation, the build team reinforced the hull with thicker plating at the waterline and reinforced the frame spacing at the bow and stern.

"Greenland will be our introduction to polar cruising to see whether we are fit for it or not," Schmitt says.

From the hulls to the flybridge – a lovely space from which to perch and enjoy the view – four decks and a 35-foot beam give this 110-footer the livable space of a superyacht. In true owner fashion, Schmitt says *H2* could ideally be 10 to 20 feet longer.

Nearly 10 years after that initial design meeting in Bimini and five years after the build began, *H2* was launched with great fanfare from her shed in Wanchese in July 2023. "In a time when the US superyacht industry was, and still is, in decline and almost non-existent, it was a great opportunity to show the world that there are alternatives to the European yards," Van Gorkom says.

This build was not only a technical challenge but a human adventure, and one that forged long-lasting relationships throughout. The names of everyone who worked on the boat – including the welders, painters and carpenters – are engraved on a plaque that hangs in the pilothouse. The Schmitts also presented a custom-cast Hippocampus from a foundry in Venice to each member of the build team. And, although they left Wanchese behind, they took a little of the town with them. Two of the young men who worked on the boat toward the end of the build joined the boat as full-time crew.

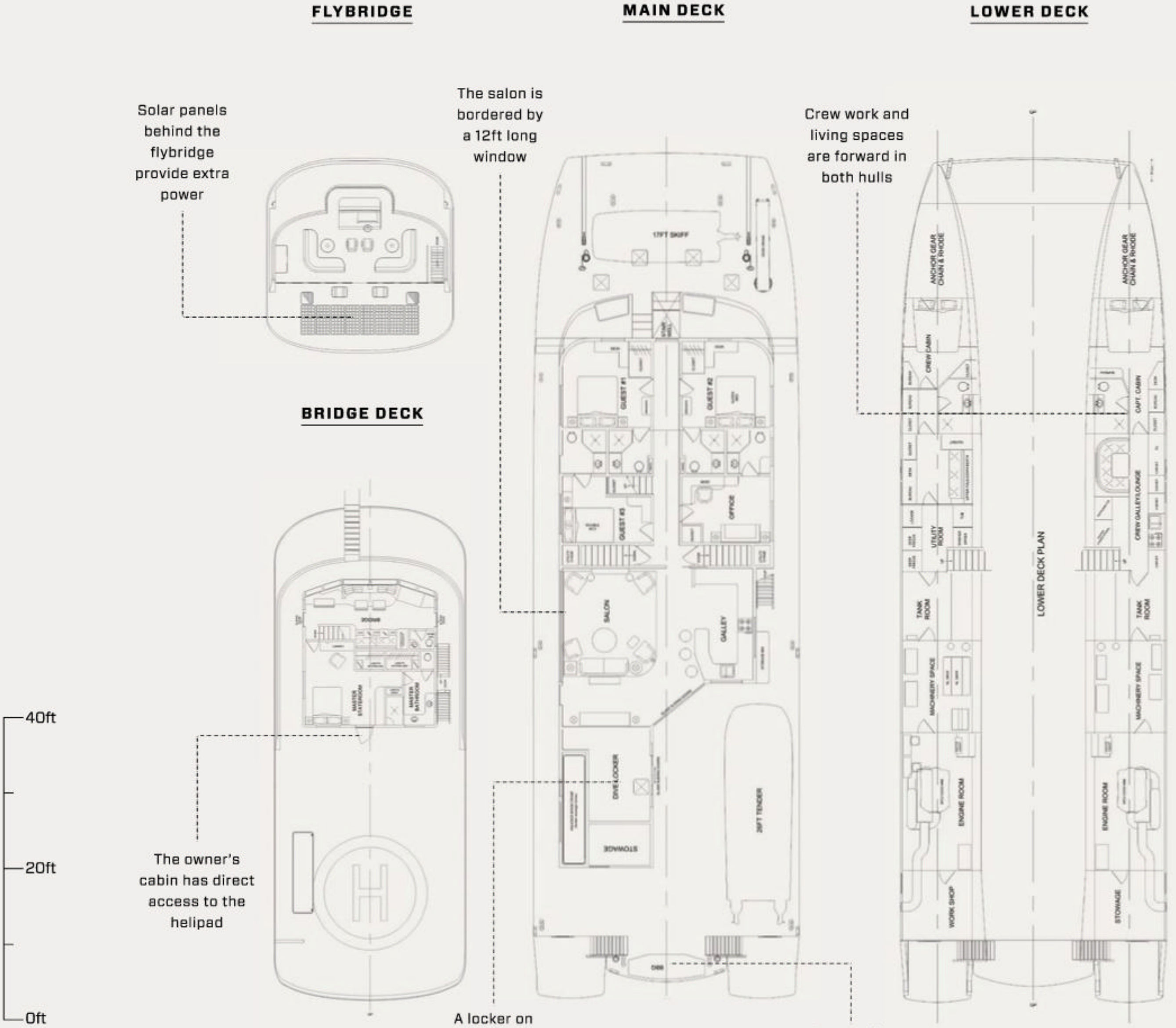
For Marples and Herrin, *H2* represents not only a unique and demanding project but also the foundation for a lifelong friendship with Schmitt.

"I spent quite a bit of time with Brian over the years and he is really a prince of a client," Marples says. Herrin agrees. "Brian is no longer just a client, he's a friend. I can say it again from my heart that I would not have done this project for anyone else."

At a private celebration after *H2*'s launch, a friend presented Schmitt with a red woolen skull cap, which he proudly wore. It was a fitting tribute to this owner who realized his youthful dream of exploring the world beyond his beloved Keys. ■

H2

CUSTOM


FLYBRIDGE
MAIN DECK
LOWER DECK
BRIDGE DECK
17FT SKIFF
GUEST #1
GUEST #2
GUEST #3
OFFICE
SALON
GALLEY
DIVE LOCKER
STOWAGE
26FT TENDER
MASTER STATEROOM
MASTER BATHROOM
ANCHOR GEAR CHAIN & RHODE
CREW CABIN
CAPT. CABIN
UTILITY ROOM
CREW GALLEY/LOUNGE
LOWER DECK PLAN
TANK ROOM
MACHINERY SPACE
ENGINE ROOM
WORK SHOP
STOWAGE
40ft
20ft
0ft

Solar panels behind the flybridge provide extra power

The salon is bordered by a 12ft long window

Crew work and living spaces are forward in both hulls

The owner's cabin has direct access to the helipad

A locker on deck holds the dive gear and compressor

A good-size barbecue sits aft

LOA 110'

LWL 106'

Beam 35'

Draft (loaded) 5' 6"

Gross tonnage
129GT

Engines
2 x 1,600hp
MTU 10V 2000
M96 L

Generators
2 x 38kW
Northern Lights

Speed (max/cruise)
18/16 knots

Range at 13 knots
4,800nm

Fuel capacity
12,500 gallons

Freshwater capacity
1,200 gallons

Tenders
17' Twin Vee;
26' Calcutta 263

Owners/guests
9

Crew
4

Construction
Aluminum hull and superstructure

Naval architecture
Van Gorkom Yacht Design

Exterior and interior design
John Marples

Builder/year
H2 Project Team, led by Felix Herrin/2023

Wanchese, NC

PHOTOGRAPHY: ZOONAR GMBH/ALAMY STOCK PHOTO

IS NUCLEAR ENERGY THE ANSWER?

SPEEDS OF **20 KNOTS**-PLUS AND GLACIAL A/C.

ALL WITHOUT ADDING A **BUBBLE OF CO_2** TO THE ATMOSPHERE.

REFUEL **ONCE A DECADE**.

AND FORGET THE **ENGINE ROOM** – YOU CAN USE THAT SPACE FOR **SOMETHING MORE FUN**!

Believe it or not, nuclear reactors are part of the conversation for an emissions-free future in yachting. *Sam Fortescue* cuts through the chatter to get the facts

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The bold statement on the previous page is the promise held out by nuclear-powered yachting.

One or two technical and regulatory hurdles may stand in the way of that bright future, but before you scoff, let's get one thing straight: nuclear at sea is nothing new. "More than 700 reactors are deployed in marine, considerably more than on land," says Mark Tipping, global power-to-X director at Lloyd's Register (LR). "It's easy to fall into the trap of viewing nuclear as novel, but it isn't. This is an evolution."

There are submarines and aircraft carriers, but also icebreakers and civilian ships. The US even bankrolled the development of the nuclear cargo ship NS *Savannah* in the 1950s. With half her $47 million cost at the time (a quarter of a billion in today's money) sunk into the reactor system, she was expensive to run and limited in the ports she could visit, so she was decommissioned after a decade.

A silver bullet?

Times are changing, however. Nuclear has become a hot topic in maritime industry forums. "Nuclear propulsion could provide immense value for the maritime sector in its decarbonization journey, allowing for emissions-free vessels with longer life cycles, which require minimal refueling infrastructure, or in best-case scenarios limit the need entirely," Tipping says.

The International Maritime Organization (IMO) has mandated a 40 percent reduction in shipping's carbon intensity by 2030 to reach net zero by 2050. Although it doesn't directly target yachts, there is clear pressure to evolve in the leisure sector. Moreover, alternative fuels such as methanol, ammonia and hydrogen face their own headwinds. Nuclear has the potential to cut through it all.

However, the shipyards at the sharp end of building superyachts are not so bullish. Feadship, no stranger to innovation, says reactors make little sense. The Dutch shipbuilder says that the concrete shielding for the core alone could double the yacht's weight. And although developers like HolosGen disagree, they admit that it would take a feasibility study on a specific yacht to be precise about weight.

Feadship also believes that the days and weeks in port or at anchor make deeply inefficient use of the reactor's power. "Yes, a nuclear-powered yacht will be technically feasible sometime in the future," product engineer Ernesto La Colla says, "but why integrate a micro modular reactor with an average onboard load of about 10 percent, when you can put it to better use on shore, making green fuel like methanol for multiple yachts at maximum power?"

Lürssen has also conducted initial studies for a nuclear-powered yacht, but sales director Michael Breman says it is

Right: Ulstein's concept for a 489ft nuclear vessel called Thor, which could be used as a mobile power pack to charge battery-powered cruise ships plying the Norwegian fjords and the Arctic. Below: nuclear cargo ship NS *Savannah* in 1964

> "A LOT OF REGULATORY AND INTERNATIONAL **WORK HAS ALREADY BEEN DONE** WITH THE COMMERCIAL NUCLEAR-POWERED SHIP *SAVANNAH* IN THE LATE 1950S. NOTHING IS SIMPLE, BUT **WE DO NOT START FROM ZERO** HERE"

PHOTOGRAPHY: EVENING STANDARD/HULTON ARCHIVE/GETTY IMAGES; COURTESY ULSTEIN INTERNATIONAL; ADOBE STOCK

still too much of a stretch. "We're keeping an eye on it, but it's too far in the future because of social acceptance," he says. "I'm talking to clients who have this very high on their radar, but they know it's on the other side of the fence."

Still the circumstances, technology and times are changing.

Plummeting costs

As NS *Savannah* showed 60 years ago, dropping in a nuclear reactor is not cheap. However, great strides have been taken in recent years to miniaturize and industrialize the technology. It is now possible to create an efficient microreactor that generates just a few megawatts, all in the footprint of a single 20-foot container.

Nuclear entrepreneurship is alive in the US where generous funding has incubated dozens of businesses. Among them, HolosGen has developed plans for a high-pressure prototype resembling a jet engine, which generates electricity rather than heat. "It is a sleek cylindrical shape with two hemispherical heads welded on," CEO Claudio Filippone says. "With compact dimensions, it can be inserted vertically or horizontally. If you develop a hatch on the vessel, you can slide it in, like an AA battery, just as you would with the TV remote."

Today's smaller, mobile reactors are much cheaper, and a financing model akin to leasing can spare owners the high up-front investment. "Then you don't have to own or operate the nuclear reactor – you lease scalable modules," Øyvind Kamsvåg, chief designer at Ulstein, says. "When you build a ship, you will install the energy required over the lifetime of that vessel. You have to look at energy from a different perspective."

This approach saves the owner from becoming a nuclear operator or from providing guarantees about managing the spent fuel safely. The industry is looking at a model where all the costs of the nuclear plant – from the engineer to insurance and the decommissioning costs – are all covered by a monthly leasing payment.

"The theoretical cost for this technology and the price per kilowatt-hour is competitive with diesel generators producing electricity," Kamsvåg says, "but only if you use the energy that the reactor can produce. If the superyacht is on the quayside a lot then it will be more expensive. Economies are based on how much you use it."

Explorer yachts and large vessels that spend extended time off-grid are stronger candidates for nuclear. The yacht (and for now only the largest ones) could become a power plant by plugging into the shore supply and pumping electricity into the grid. For remote communities in the Pacific or high latitudes, this could be a huge boon.

Rebranding the image

The chief problem with nuclear, however, is security. The consequences of something going wrong with nuclear fission are seared into the ruins of Hiroshima and Chernobyl. And if the danger of radioactivity escaping is one issue, the possibility that nuclear fuel could fall into the hands of malicious actors is another.

The voices raised today in support of nuclear power at sea are quick to play down the risks of both scenarios. They say the new wave of small modular reactors (SMRs) has little in common with the early designs associated with accidents. Today's

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Thor would use a SMR or a thorium molten salt reactor to generate 20MW of electricity

> "WE ALMOST **NEED A REBRAND** – FOR IT NOT TO BE CALLED **NUCLEAR**, TO CONVEY SOMETHING POSITIVE. EVEN THE TERM 'REACTOR' **IS LOADED**"

so-called "fourth generation" reactors are passive, designed to shut down using the laws of physics, not complex controls.

"When it heats up, the reactor cools itself down because the reaction becomes less effective at higher temperatures," Sytske de Groot, head naval architect at Allseas, says of the design her company is exploring for its fleet of pipeline and wind turbine installers. "The reaction can never exceed the melting temperature of the fuel or the material that contains it. This reactor can never melt or explode, and no radioactive materials can dissolve in the water."

Nuclear fuel has undergone huge safety leaps as well. Instead of using highly enriched uranium that creates weapons-grade plutonium as a waste product, some SMRs use ultra-robust pellets called TRISO particles. They make the fuel nearly impossible to extract and weaponize and keep the radioactive products locked up safely. Others run on a mixture of salt and thorium, which is more abundant and equally difficult to divert.

Some want to rename nuclear power used in propulsion to dissociate it from the catastrophes of the past. "That is not the kind of technology we're now using and not the type of risk we're talking about," Jo Assael of British Superyacht says. "We almost need a rebrand – for it not to be called nuclear, to convey something positive. Even the term 'reactor' is loaded."

Setting new rules

Regulations must also adapt before nuclear-powered ships become a reality. The challenge is manifold: innovative microreactors must be approved, class societies have to agree on the engineering around them, flag states on safety and training standards for the crew and finally, IMO members must update their rules to allow nuclear ships into their waters.

What are the prospects for rapid progress? Well, with the UK only recently having enacted the nuclear rules contained in Chapter VIII of the 1974 SOLAS Convention, you might be forgiven for snorting in derision, but that could be a mistake because regulators across the globe are picking up the pace. "The early 2030s are a feasible target for the first nuclear-powered vessels from the regulatory side, which is the bottleneck," de Groot of Allseas says.

Countries like the US are already well versed in funding and regulating nuclear innovation with a huge domestic industry and a large nuclear fleet. "In reality, a lot of regulatory and international work has been already done with the commercial nuclear-powered ship *Savannah* in the late 50s," Filippone of HolosGen says. "Nothing is simple, but we do not start from zero here."

Countries are free to make bilateral agreements but globally, progress is happening with the IMO coordinating the issue from one end, and the International Atomic Energy Agency limbering up at the other. It has convened a program called the Atomic Technology Licensed for Applications at Sea (ATLAS) to bridge the gap between these two regulators.

Private companies are also involved via the non-profit Nuclear Energy Maritime Organization (NEMO). Its members are a cross-section of the industry from classification societies to insurers and reactor builders. Of course, it won't be a quick fix with so many bodies involved, but at last, the whole chain is pulling in the same direction.

In a sense, the yachting industry doesn't need to know what goes on inside the nuclear box. Technically, the reactor must resist vibration, temperature variations, immersion – and even potential attacks. Once domestic regulators have signed off on its features, from the operator's point of view, it will just be a big boiler.

The job for yachting specialists will be to figure out how the heat is transformed into electricity, and how that electricity is distributed around the boat. Numerous companies are working on implementing this on commercial ships, from class societies to specialist integrators like Core Power in the UK and America's Ultra Safe Nuclear, whose Pylon reactor is being developed for deployment in space.

Risk management

Insurance is another key issue. Current global rules date back to the 1962 Brussels Convention so they could use some updating to reflect newer, safer nuclear technologies. Without it, no port or harbor would be willing to accept the risk of having a nuclear-powered ship dock. It's not clear who will shoulder the liabilities here, but one theory is that the P&I clubs who cover 90 percent of global tonnage could step in as part of their mandate to cover open-ended marine risk.

An alternative idea on the yachting side is that motivated owners will provide coverage themselves. "We have been

Above: the highly publicized Earth 300 research vessel, unveiled in 2021, is still a concept. The initiative, led by Singapore-based entrepreneur Aaron Olivera, resulted in this catchy design by Iddes Yachts. The project was one of the first to explore the use of a molten salt reactor on a 900ft-plus vessel. Significant challenges, including the feasibility of the technology and financing, have put the brakes on the project, with few recent updates

PHOTOGRAPHY: COURTESY ULSTEIN INTERNATIONAL; COURTESY EARTH 300; ADOBE STOCK

approached by individuals that would like to investigate a ship for themselves that could be powered by nuclear," Kamsvåg at Ulstein says. "On asking them about insurance, they said they would set up their own insurance company."

Crew training touches on all these issues. No one believes nuclear scientists will run the boats. "The training of (the) crew is likely to be more onerous but will probably not require detailed knowledge of nuclear fission power generation," Engel-Jan de Boer of LR says.

"What we don't know yet is how much space we gain from putting nuclear on board and whether we lose it all to safety measures and extra crew," Assael says. "There are more questions than answers."

Those answers will start to come as interest in nuclear boats helps release funding. You might expect faster progress from the behemoths of the shipping world that are up against net-zero mandates, but it might be up to an innovative billionaire to get the yachting sector there first.

"The philanthropic owner of a superyacht may well be one of the first adopters of this tech," Tom Walters, a partner with shipping law firm HFW, says. "You've kind of seen it with Bill Gates and his company TerraPower, looking at SMRs to power their data centers to meet their own net-zero criteria."

While the opinion is split on the future of nuclear in the maritime world and the hurdles are many, from public perception, to training, energy cost (based on hours at sea) to regulations, it's evolving fast and a space worth watching. ■

THE CORE OF THE MATTER

Dozens of nuclear reactor designs are in the frame for the high seas, but not all are close to being technically ready. A recent European Maritime Safety Agency report earmarks three varieties of value for commercial shipping: molten salt, high-temperature gas and pressurized water reactors.

MOLTEN SALT

Molten salt and nuclear fuel are mixed inside the core. It is attractive for its small size and the prospect of making a meltdown physically impossible. It is also low-pressure and can be refueled in service.

PRESSURIZED WATER

This design is behind most land-based nuclear power stations, but the tech has evolved. It relies on very high pressure to keep the coolant water liquid, but no longer requires fans or pumps to regulate.

HIGH-TEMPERATURE GAS

Helium is heavily compressed to become an effective system for getting the heat out of the core. It runs hot, at 1,202°F to 1,742°F.

HEAT PIPE COOLED

Often called a solid-state reactor, because the metal heat pipes eliminate the need for coolant to circulate, this system is seen as a frontrunner for powering undersea and space exploration. It doesn't require high-pressure containment, which is a key safety feature.

LEAD COOLED

Lead's high boiling point makes it surprisingly suitable to act as a reactor coolant, transporting heat from the core to the steam circuit that generates the electricity. Because it can run hotter, there is no need to operate under pressure.

TOUGH LOVE

Designed to her owner's exacting specifications and nautical knowledge, *Akula* is an unusual and ingenious explorer. *Risa Merl* steps on board

PHOTOGRAPHY **SIMON WATSON (INTERIORS); COURTESY OF OWNERS (EXTERIORS)**

Zipping along the northern shore of Ibiza, the tender pulls into a quiet cove where the new 195-foot Rossinavi *Akula* looms above smaller sailing boats bobbing at anchor nearby. Even if she weren't the only superyacht in the vicinity, with a bold red paint job and brawny explorer build that foretells her intended purpose, she'd be eye-catching in any harbor. But *Akula*'s standout features are more than skin deep: a creative general arrangement; a focus on sustainability; the ability to host scientists on board; and every element of her design highly customized to suit her owners' needs as they travel around the world.

"This is a yacht that is born to explore the world," says *Akula*'s interior designer Francesca Muzio, founder of FM Architettura, as we stand on board the yacht under the hot Balearic sun. Somewhat unusually, the interior designer was the owner's first port of call for the project. More precisely, the owner's wife, having discovered Muzio's work online, cold-called the FM Architettura office. "She literally called the answering service and said 'I'm looking for a designer for a 60-meter boat, can someone call me back?'" Muzio recalls with an appreciative laugh.

The full-custom project started with a blank sheet of paper and a detailed list of specs and must-haves based on their many decades of yacht-owning experience. Her owners started their boating life with a 55-foot sailboat. Their background as sailors is evident in the integrated handholds and lack of sharp corners throughout their yacht's interior. Before making the leap to this large custom project, they had a 79-foot motor yacht.

"We knew what we needed, from the cabins to the technical spaces, and the fuel consumption to the tenders," *Akula*'s owner says.

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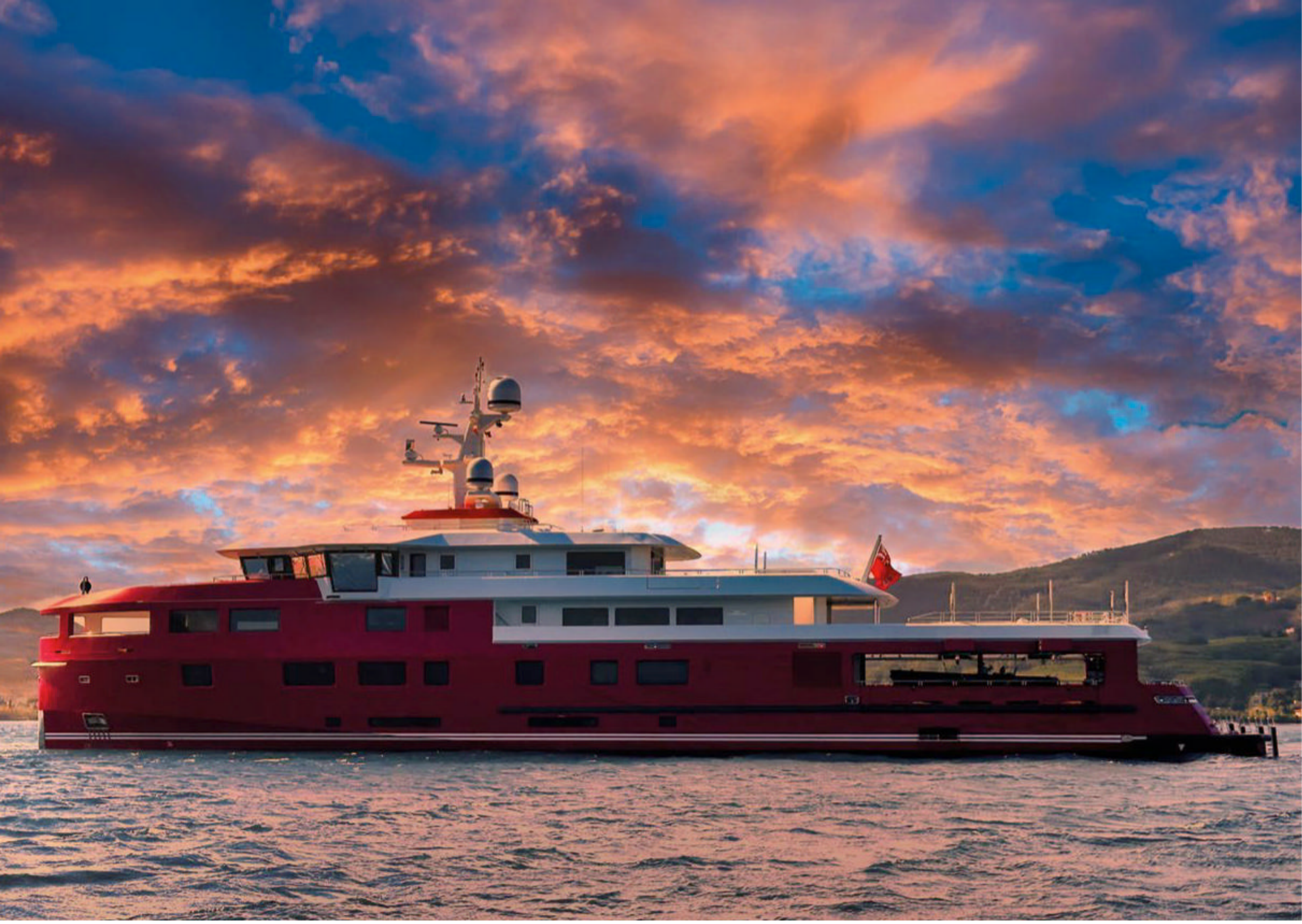
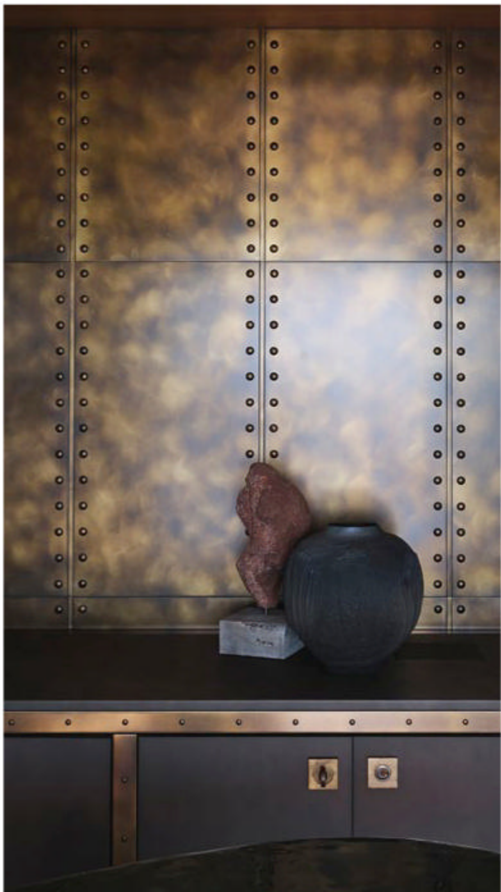


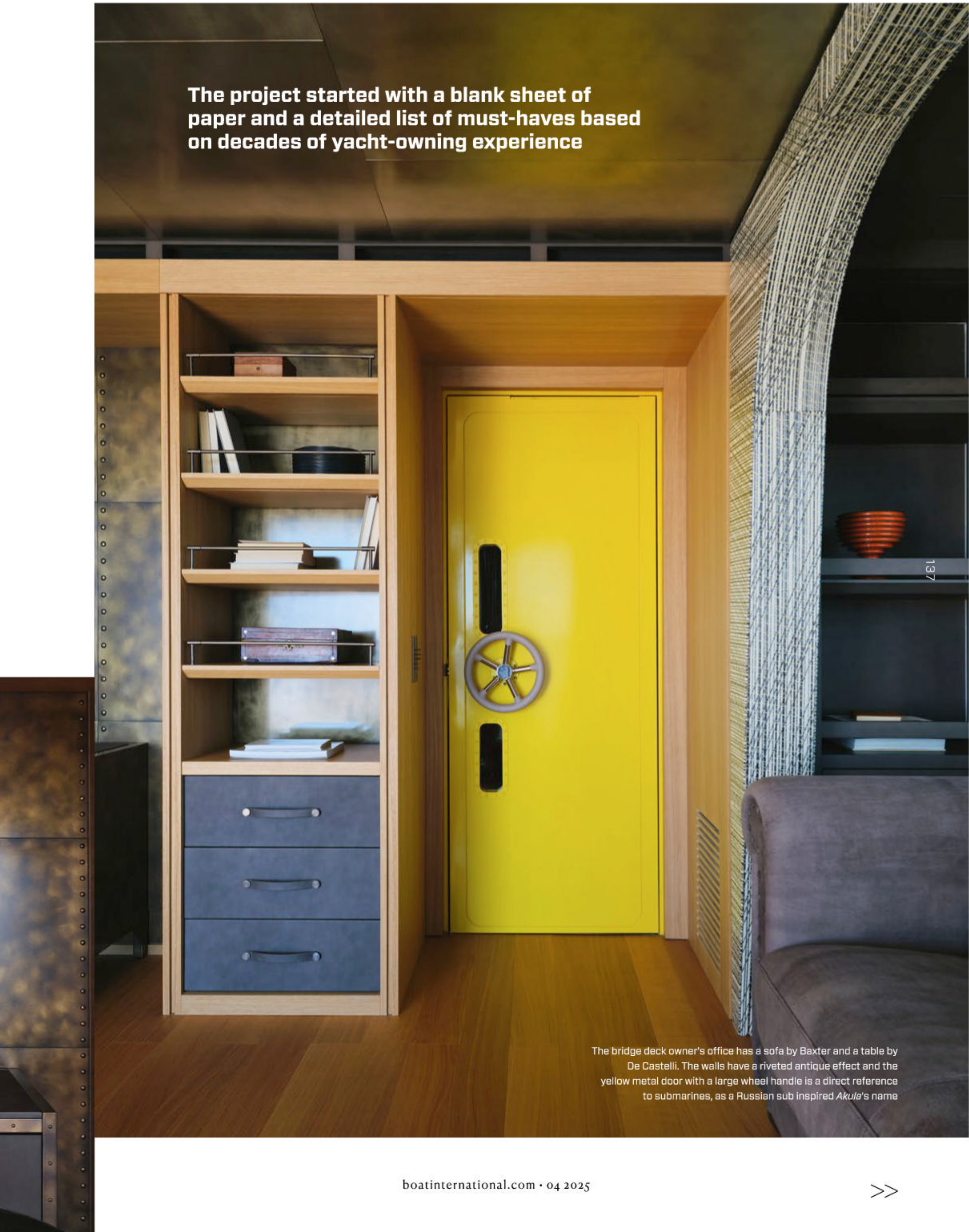


They approached Rossinavi, encouraged by the Italian yard's reputation for building custom yachts. Rossinavi's COO Federico Rossi connected the owners with Gian Paolo Nari, who created the yacht's rugged exterior. Arrabito Naval Architects rounded out *Akula*'s all-Italian build team to develop the yacht's sea-kindly hull.

Nari, founder of Gian Paolo Nari Yacht Design, received a simple instruction that turned out to be crucial for preparing for his first pitch meeting with *Akula*'s owners. "The owner desired a robust, reliable yacht for family use, with the goal of circumnavigating the globe. I needed to focus on the stature and solidity of large commercial ships and research vessels," Nari says. "The clean profile and military-inspired details captured the client's attention. The silhouette of the design, with its sharp angles, convey strength, robustness and reliability. Entering a port with such an imposing vessel would be like driving an enormous truck into a parking lot full of cars."

The exterior designer worked closely with the owners, the design undergoing an evolution from the initial proposal. "Nonetheless, the profile has always been conceived as a single volume, where shapes emerge from material subtraction rather than overlapping elements," Nari says. Openings, or "subtractions" as he calls them, such as the large side windows, a generous aft garage and an expansive open-air observation deck that appears to be carved into the bow, have all been carefully integrated. These impactful design choices lighten the imposing structure and give *Akula*'s hardy profile a more a sophisticated, contemporary identity.

From the outset, the requested hull color was red in a matte, untreated commercial finish that would require minimal maintenance. This shade extends upward, wrapping around the upper-deck bow. The rest of the superstructure is white, with the exception of a pop of orange at the base of the mast up on the sundeck.



The project started with a blank sheet of paper and a detailed list of must-haves based on decades of yacht-owning experience

The bridge deck owner's office has a sofa by Baxter and a table by De Castelli. The walls have a riveted antique effect and the yellow metal door with a large wheel handle is a direct reference to submarines, as a Russian sub inspired *Akula*'s name

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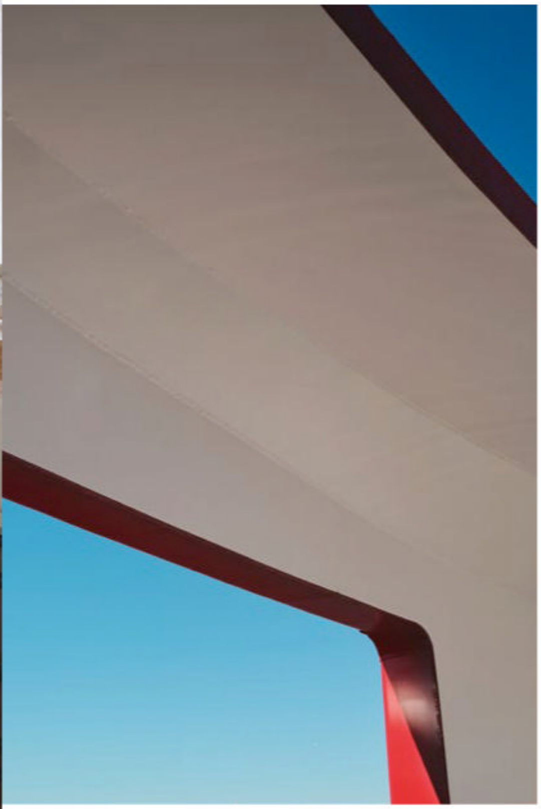
Forward on the upper deck, the observation lounge has both an indoor area (right), and an outdoor lounge, open on three sides and to the sky



A level down, openings are cut into the bow along the upper deck – two on either side, one forward and a triangular opening in the roof above – creating an indoor/outdoor sky observation lounge, as it's been dubbed. "Designing the observation deck posed a technical challenge, as it required freeing up the deck for guests and relocating the maneuvering area below deck," Nari says. This area backs onto a cozy interior observation lounge with a forward-facing sofa, positioned for the owners and their guests to bask in the joy of the voyage.

"*Akula* is very masculine from the outside, but inside you'll find a warm, homey and detailed vessel," Muzio says. The feeling of being invited on a spectacular journey was one of Muzio's themes for *Akula*'s design. Far from a pared-back area for peeling off damp expedition gear, The mud room on the main deck, for instance, is a warmly welcoming space with hard-wearing stone flooring and deep sofas on which to sit and slip off your boots. On many explorer vessels, this sort of room might be relegated to the lower deck and have a commercial finish. But *Akula*'s owners and designers decided to make this the first interior area that guests encounter, an overt reference to the yacht's world-girding purpose. It also serves as a transitional space between the rugged exterior design and inviting interior, and metaphorically between the adventures to be had outside and the haven of home within.

"It is literally the place you'll come when you come back from exploration," Muzio says. *Akula* combines form and function at every turn, and the mud room, despite its good looks, is a highly functional space. Slatted wooden doors conceal cupboards – with built-in drains and air conditioning – where outdoor gear can be stored and dried until the next adventure.

The room itself is a visual feast, with a wall featuring a "liquid" metal finish on the forward bulkhead, a reflective ceiling and a world map, chosen by the owner's wife, covering the port wall. The space also sets the scene for design motifs carried throughout the yacht, such as bronze detailing with rivets and exposed vents as a nod to industrial design. A hand-painted yellow door with a handwheel at the center leads to the main guest living spaces, which include three cabins, a media room and the owner's cabin forward.

Akula's layout is far from the norm. There is no salon nor a grand central staircase to be found forward on the main deck. Instead, a spiral staircase tucked into the corner winds its way

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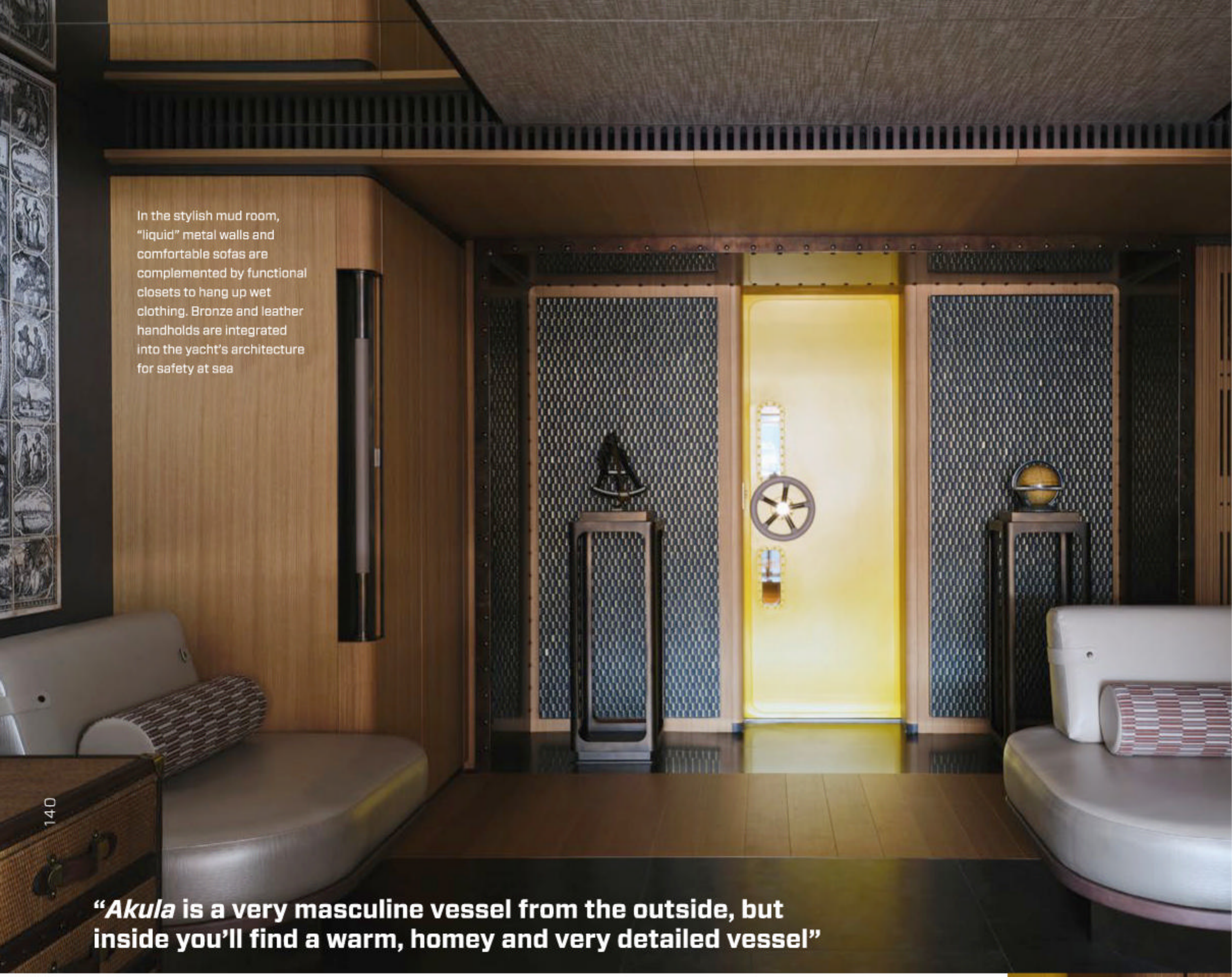

In the stylish mud room, "liquid" metal walls and comfortable sofas are complemented by functional closets to hang up wet clothing. Bronze and leather handholds are integrated into the yacht's architecture for safety at sea

"*Akula* is a very masculine vessel from the outside, but inside you'll find a warm, homey and very detailed vessel"

skyward. While the placement of the staircase makes it less conspicuous, the stairs themselves are a visual treat. The floating wooden steps wrapped around a sculpture of metal rods are reflected in the ceiling above like a stairway to heaven or, in this case, the detail-rich main salon above.

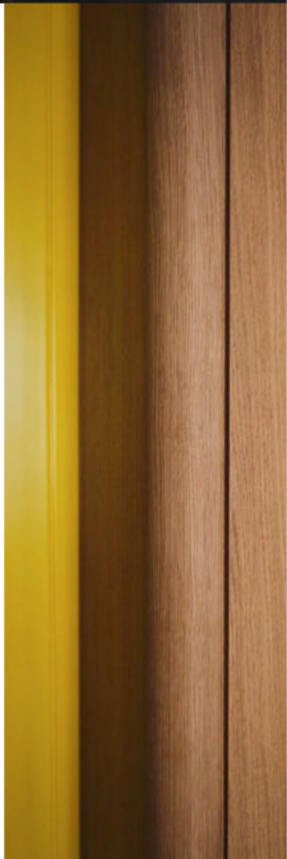
A wall set at an angle in the salon's center separates the seating area, with its boomerang-shaped sofa covered in soft chenille, from the forward dining room.

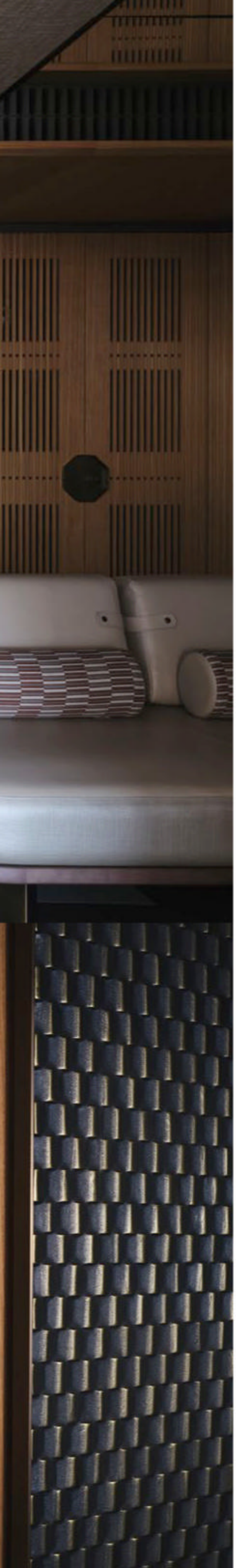
"The owner's wife didn't want to walk in and see the table, so instead of having a transverse layout that is traditional, we created a dynamic flow with separate, yet connected, areas," Muzio says. Custom designed by FM Architettura, the dining table base recalls the shapes and metal finish of gears, while the top is made of wood with inserts of tobacco leaf procured from Nature Squared and applied using vegan glue.

Arched columns inspired by the ribcage of a whale frame the entire room. These are covered in Kevlar from recycled sails, which is also used on the forward bulkhead by the dining table. The black-and-white Kevlar was painstaking to install. "We matched the lines like you would marble; I can't even tell you how many drawings it took to get it right," Muzio says.

Along with recycled sails, *Akula* sports other eco-minded materials such as rattan wallpaper and naturally finished leather. Each was intensively researched and chosen for its sustainability, short supply chain and lack of chemicals. "The owner gave us the challenge to use sustainable materials, and the concept for the interiors is inspired by environmental respect, with the conscious use of materials and their application while maintaining a high attention to detail," Muzio says.

Natural finishes also add to the tactile, textured nature of *Akula*'s interior design. Throughout the yacht, the European oak joinery is untreated, with no chemical finishes. "When you touch it, you really touch the wood," the owner says. "You can feel the grain, you can smell it, it's really special."





A collection of curiosities

Each of the nautical antiques and collectables displayed on board *Akula* comes from the owner's collection of more than 200 maritime wonders. Spanning the 18th century to present day, some of the items on board include:

Yokohama Diving Co. 12-Bolt Diving Helmets, circa 1965 (*above right*). In the early 1960s, Yokohama started manufacturing helmets with an unusual design, influenced by diving equipment manufacturer Robert Kirby, who had modified several Yokohama helmets for greater practicality.

Akula Submarine Model (*above*). *Akula* gets her name from a Russian submarine, whose model, built by the yacht's owner at 1:90 scale, is found on board. The Akula class, designated Project 971 Shchuka-B by the Soviet Union, is a class of nuclear-powered attack submarines first deployed by the Soviet Navy in 1986.

Submarine Crest Collection. Twenty-five original submarine crests were crafted to commemorate sub launches or as gifts. The collection includes crests from Strategic Nuclear Submarines, Nuclear Attack Submarines and standard submarines, primarily from the US and EU. Made of solid brass, each crest is mounted on a wooden shield.

Steger Marine Celestial Globe, circa 1950. This rare marine celestial globe was used for nautical training during the Cold War. The metal sphere, covered with 12 map sections of chromolithographed paper, rotates freely on ball bearings. It shows the tropics, constellations and stars at five degrees of magnitude, with the Milky Way marked in green.

Spencer Browning & Co. Octant, circa 1840. Fittingly set in *Akula*'s mud room, this 13-inch octant features an ebony T-frame with ivory plates, a signed inset arc scale divided to 100°, a braced index arm, pinhole sights, two mirrors, five shades, pin feet, all housed within a keystone box.

>>

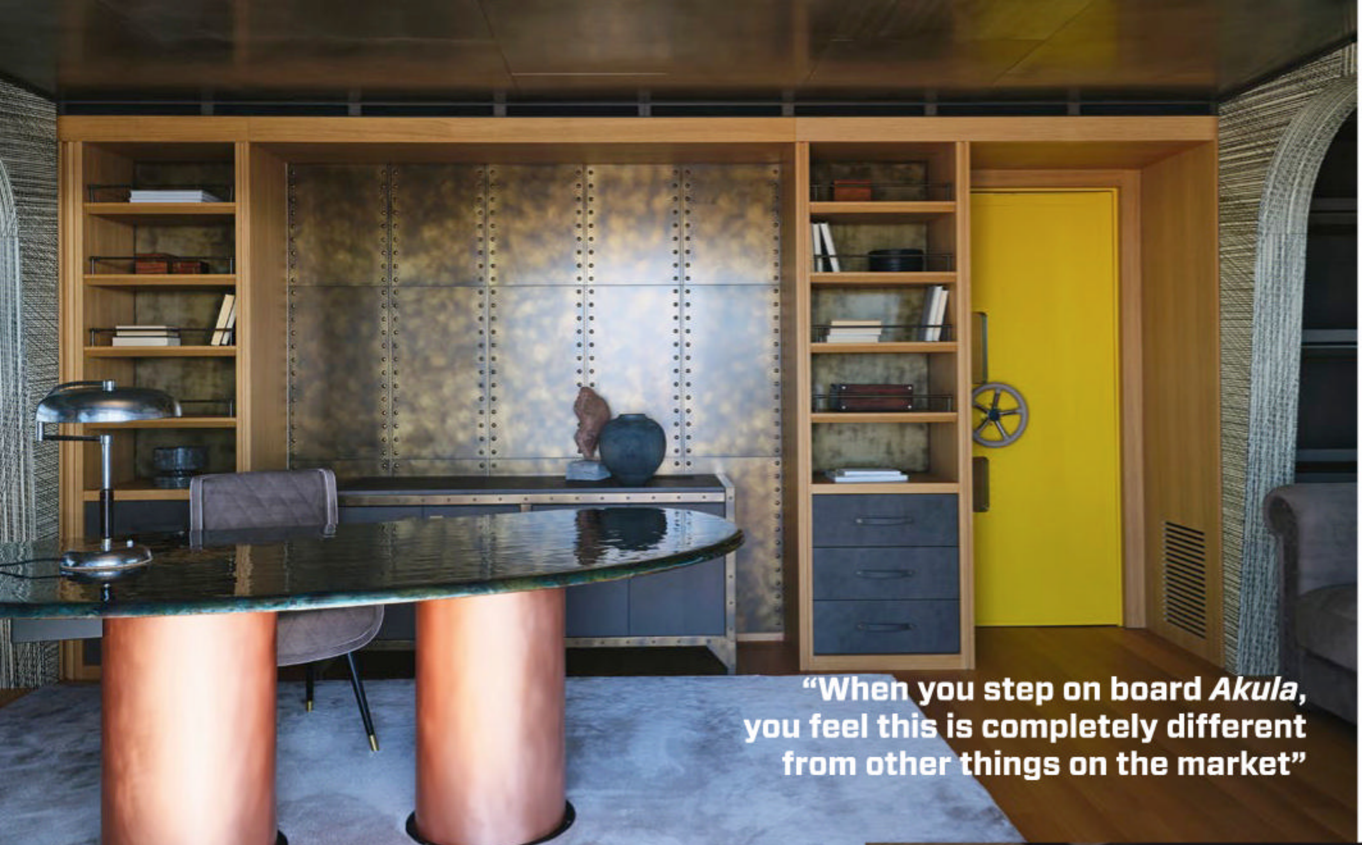
Upcycled sails add texture to the interior details. An angled wall (below) separates the lounge from the dining area (left). Much of the furniture is by FM Architettura, with fabrics and finishes from Dedar, Pierre Frey and Nature Squared

> **The European oak joinery is untreated, with no chemical finishes. "You can feel the grain, you can smell it. It's really special"**

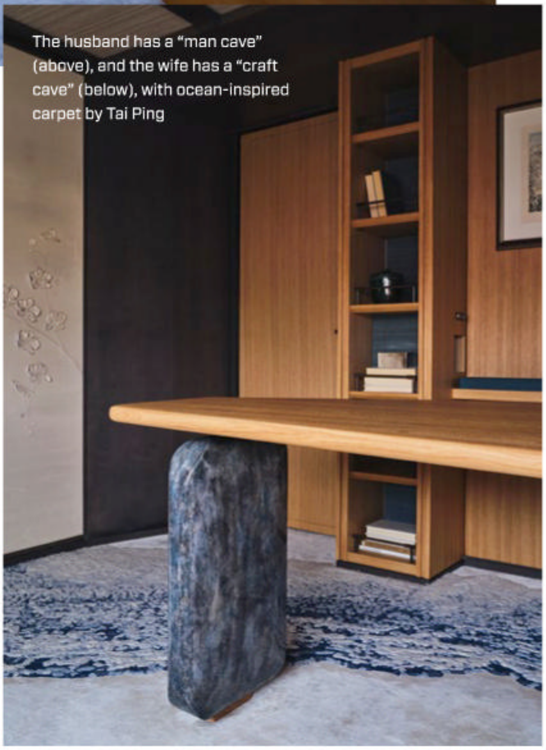
In the owner's suite, the bed is off center while a raised nook opposite serves as a library seating area. Patagonia marble was used in the en suite, with backlighting enhancing its natural veining (below and opposite page, bottom left)

While the owners will welcome friends and family on board, for the majority of the time – and for months on end – *Akula* will be enjoyed solely by the two of them. As such, they required fewer guest cabins but needed more personal spaces for their hobbies, and, of course, a Japanese-inspired spa with sauna to unwind after expeditions ashore. The owner has his own workshop on the lower deck where he can tinker and an office/"man cave" set aft on the bridge deck. The space is adorned with nautical antiques from his personal collection (*see previous pages*), which are also peppered throughout the yacht, set into recesses or atop pillars. The owner's wife has a room of her own, too: an office/"craft cave" that precedes the owners' cabin on the main deck. Her cave has a custom-made table where she can work on her embroidery and other crafts of choice, and the soft carpet under foot, made by Tai Ping, is designed to look like a wave lapping the shore.

Meanwhile, the carpet in the owners' cabin resembles the cracked earth of a salt plain. Even the layout of the owners' cabin is unusual, with the



“When you step on board *Akula*, you feel this is completely different from other things on the market”



The husband has a “man cave” (above), and the wife has a “craft cave” (below), with ocean-inspired carpet by Tai Ping

bedroom on the port side and, a few steps up, a raised platform library area on the starboard side. “The idea was that you can see out as you sit and read, like being on a veranda,” Muzio says. Finished in a lighter wood, the platform gives the feeling of stepping onto a sun-drenched balcony.

Underpinning *Akula*’s commitment to sustainability is her two-story engine room. The owner requested diesel-electric propulsion with azimuthing pods. Power comes from four Caterpillar generators, twin Veth L-drive thrusters and counter-rotating propellers, working together to deliver 2,600 kilowatts. *Akula* can reach a top speed of 14 knots and cruises at 12. “But we usually go around 11.5 knots,” the owner says. “At 12 knots we can do 8,000 nautical miles but at 10 knots can do more than 12,000 nautical miles. She also has very low consumption, burning less than 150 liters (40 gallons) per hour.”

The hybrid propulsion not only lessens *Akula*’s fuel consumption but makes her incredibly quiet. “What you hear now is the same you hear at 12 knots – no generator noise, no engine noise, no anchoring noise,” the owner says. “It’s important *Akula* is quiet for us, but also for the animals in the water.” Dynamic positioning will allow the yacht to hover over protected areas during their travels.

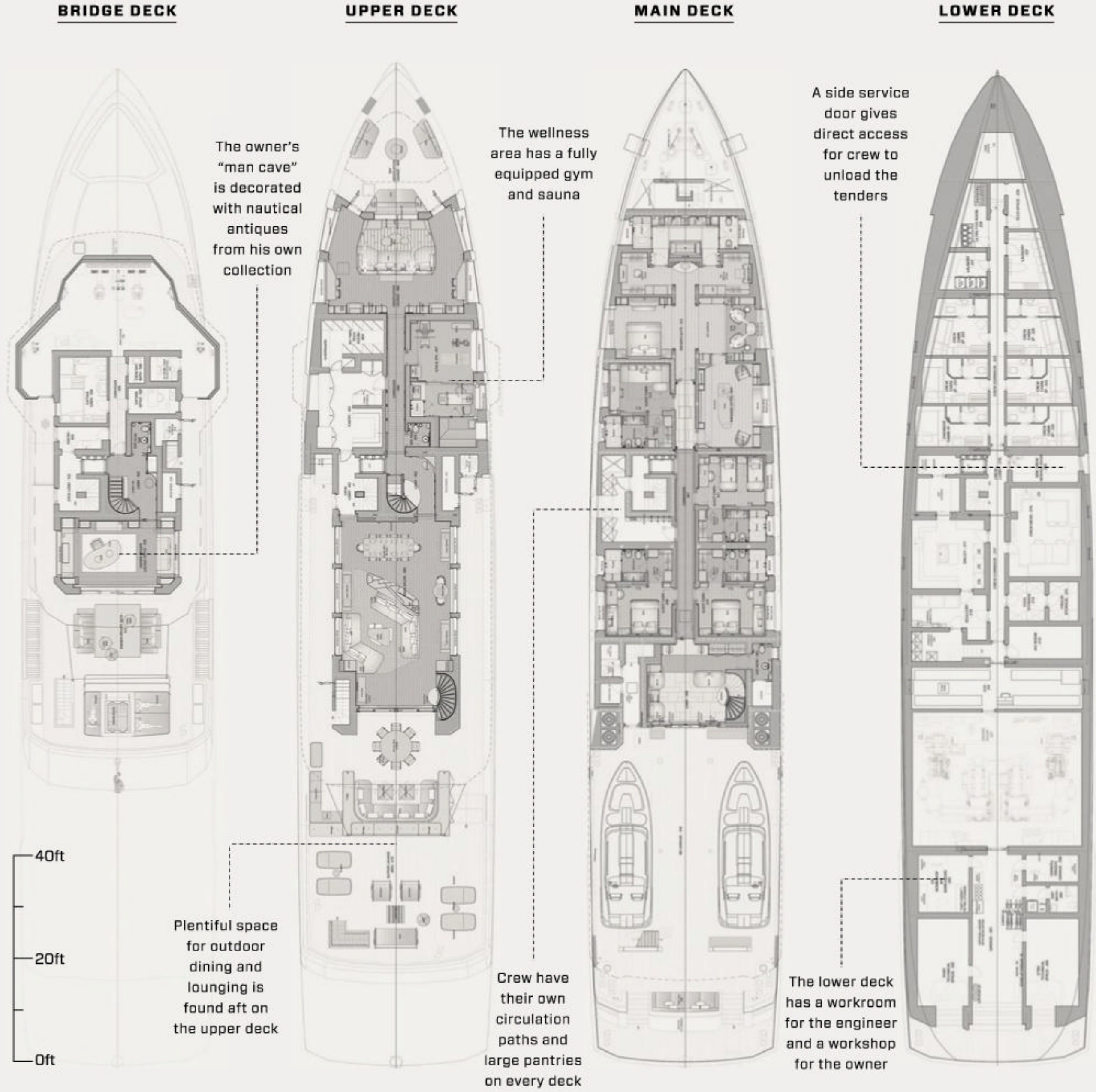
With an Ice Class hull, *Akula* is ready to roam the far reaches of the world, which is all part of the owners’ multi-year cruising plans. The yacht has already made her way around the Mediterranean and points north, visiting Scotland, Norway and Greenland, with plans to cross the Atlantic and then transit the Panama Canal. Along the way, *Akula* may serve as a base for scientific research – laboratory containers can be placed on the aft upper deck, and the owners are collaborating with scientists from the University of Oxford.

As we round out our time on board, Muzio muses, “When you step on board *Akula*, you feel this is completely different from other things on the market.” Many a designer might claim this about their creation, but with this boat it rings true.

Hopping back on the tender and peeling away from *Akula*, which sits at anchor against the backdrop of orange cliffs, I find it’s easy to imagine her in many a far-flung harbor, fitting in as a world explorer, yet always standing out boldly.

AKULA

ROSSINAVI



The owner's "man cave" is decorated with nautical antiques from his own collection

The wellness area has a fully equipped gym and sauna

A side service door gives direct access for crew to unload the tenders

Plentiful space for outdoor dining and lounging is found aft on the upper deck

Crew have their own circulation paths and large pantries on every deck

The lower deck has a workroom for the engineer and a workshop for the owner

LOA 194' 11"
LWL 194' 7"
Beam 37' 1"
Draft 11' 4"
Gross tonnage
1,241GT
Engines Diesel-electric with VETH pods

Generators
2 x CAT C32; 2 x CAT C9.3; 1 x CAT C7.1
Stabilisers
Naiad Dynamics Zero Speed
Speed (max/cruise)
15/12 knots

Range at 12 knots
>8,000nm
Fuel capacity
39,626 gallons
Freshwater capacity
7,106 gallons
Tenders 30' Tideman RBB 900; 28' custom X-Craft

Owners/guests 10
Crew 12+1
Construction
Steel hull; aluminium superstructure
Classification
C ✠ Hull • MACH YCh (EFP) ICE; AUT-UMS; Green Plus

Naval architecture
Arrabito Naval Architects
Exterior styling
Gian Paolo Nari
Interior design
FM Architettura

Builder/year
Rossinavi/2024
Viareggio, Italy
+1 (39) 0584 384227
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BEST BY BOAT

Lucy Dunn discovers a tranquil escape on the UAE's northernmost emirate

Anantara's Mina Al Arab Resort in the Ras Al Khaimah emirate (RAK) opened only a year ago, yet it's already a hot ticket among those in the know: a fact very much evidenced by the crowd of bigwigs who swept in by helicopter and took over the hotel's signature Mekong restaurant while we were there.

Ras Al Khaimah is a place you'd least expect to find a buzzworthy resort. The northernmost emirate of the UAE offers a tranquil contrast to its glitzy neighbor Dubai and it is already a firm favorite among staycationing Emiratis – although international tourists have yet to discover it. The resort is one of a kind, not least because the 174-key hotel is the only one in the emirate to offer overwater villas. Nestled on a private peninsula with views over the Persian Gulf and Hajar Mountains, these bungalows wind their way through the resort's star attraction – a natural mangrove sanctuary. The lagoon the villas sit on is tidal, and at certain times of the day, it turns into serene salt flats, home to hundreds of pink flamingos and the occasional dugong.

Getting to Anantara Mina Al Arab by yacht is easy: the superyacht-friendly Lagoon Marina is a five-minute drive away and there is a 10-minute water taxi or a buggy service. The resort is the perfect pit stop after a cruise up the Persian Gulf, and if you've had your fill of relaxation, it offers adrenaline-tapping experiences, such as hiking up the UAE's highest mountain, Jebel Jais, or plunging into the valley on the world's longest zipline.

But whether it's soaking up some local culture with a visit to a pearl farm or hot-air ballooning for a bird's-eye view of mesmerizing dunes, RAK is a hidden gem worth keeping to yourself for as long as you possibly can. *anantara.com*

PHOTOGRAPHY: VICTOR ROMERO/ANANTARA MINA AL ARAB RAS AL KHAIMAH RESORT

EDITED BY Georgia Boscawen

DON'T SHRUG THE SHOULDER!

April ushers in natural wonders across the globe from Norway to Japan (right)

The April shoulder season is an intriguing time. The Caribbean season is ending, while the Mediterranean is yet to hit its stride – so venturing further afield may be necessary. Georgia Boscawen *finds some extraordinary April events that are best experienced by boat*

PHOTOGRAPHY: GUILLAUME BRIARD ON UNSPLASH; LAURA THONNE ON UNSPLASH; LIAM BURNETT-BLUE ON UNSPLASH

>>

Below: near Osaka Bay, Mount Yoshino is covered in thousands of cherry blossom trees

Cherry blossoms, Japan

As March draws to a close, Japan begins to transform into an enchanting realm of blush and white with the arrival of the country's legendary cherry blossom season. In the first two weeks of April the season reaches its peak, as cherry blossom spills across the country – making it one of the best times to visit. The nationwide bloom is closely monitored with an official cherry blossom forecast by the Japan Meteorological Corporation, which this year predicts that the season will begin in Tokyo on March 24, with full bloom taking place on March 31. Elsewhere on the southern coast, the Osaka blossoms will begin on March 24 and come into full bloom on April 4.

Viewing cherry blossoms in Japan is a ceremonial activity referred to as *Hanami*. It is customary to take a picnic and dine beneath the dense blush canopies and walk dedicated cherry blossom trails. For best access, superyachts should explore the south coast of Japan in the first week of April and head to Osaka Bay, a vast natural cove more than 18 miles wide where guests will have good proximity to Osaka, Nara and Kyoto. Here, Mount Yoshino is surrounded by more than 30,000 white cherry trees, while the white Himeji Castle has 1,000 pink cherry trees to see as well as a night viewing festival.

Japan's mid-western coast around Kanazawa city comes alive with pink petals a few days after the south coast, with full bloom predicted on April 8. Visiting superyachts can dock in Kanazawa Port, and guests can explore the city in full bloom. The Kenrokuen Garden is one of the most famous spots in the country for cherry blossom and has several varieties of trees in bloom and a famous bridge view called Hanami-bashi.

> It is customary to take a picnic and dine beneath the dense blush canopies and walk dedicated cherry blossom trails

Left: Far Niente *is available for charter in Japan with classic-charters.com*

PHOTOGRAPHY: REDD FRANCISCO ON UNSPLASH; LAURA THONNE ON UNSPLASH; ADOBE STOCK; YU KATO ON UNSPLASH; ZHAOLI JIN ON UNSPLASH; COURTESY OF THE CREW; GETTY IMAGES; STEVE TURNEY

Above: Teleost *is available for charter in the Galápagos with superyachtsmonaco.com*

Turtle hatchlings, Galápagos Islands

Cast out in the Pacific Ocean, 560 nautical miles off the coast of Ecuador, the Galápagos Islands are a hive of natural activity all year round, but things become particularly exciting at the end of the rainy season in April. The endangered Galápagos green turtle nests and lays its eggs between December and March, which means that April is prime hatching season. During this time, tiny turtles clamber down the beach to the sea under the cover of darkness, avoiding frigate birds and mockingbirds, their natural predators. Turtle hatchings can be seen at night, but viewings are best arranged with a local guide who will detect which of the many beaches will most likely come alive with tiny turtles.

Celebrated for its abundant wildlife, this archipelago spans the equator in the Pacific Ocean and is recognized as a UNESCO World Heritage Site. In April, the beaches are often populated with playful sea lion cubs and red ghost crabs, while the surrounding waters offer crystal-clear visibility, making it the perfect time for diving and snorkeling. April also marks the hatching season for the endemic land iguana and the conclusion of the hatching season for the Galápagos's most famous resident, the giant tortoise.

The best way to explore the volcanic archipelago is by boat, and visiting superyachts can explore with the help of local guides. While there are restrictions in the name of conservation, with Autógrafo (entry permits) required, several charter yachts are available here.

>>

Humpback whales, Dominican Republic

The Dominican Republic is a hotspot for humpback whales. Every year thousands of the huge mammals congregate in the Caribbean waters surrounding the island to feed and breed before continuing their migratory patterns around the globe. Mothers and their calves stay in the warmer Dominican Republic waters until early April before venturing into the Atlantic Ocean's chill. This makes the month of April an excellent time for whale watching.

During this season, the waters surrounding Punta Cana on the island's east coast offer some of the finest opportunities to observe humpback whales. This time of year is also mating season, so the magnificent creatures are even more active and lively. Visitors by boat can cruise west along the northern coast to Samaná Bay, a humpback hotspot, and to Silver Bank (Banco de la Plata), a protected humpback breeding ground 50 nautical miles north of the Dominican Republic.

Wheels *is available for charter in the Dominican Republic with fraseryachts.com*

Below, The Beast *is available for charter around the Ningaloo Reef with 37southyachts.com*

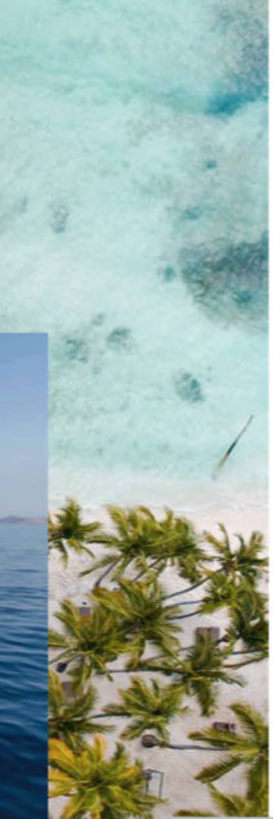
Whale sharks, Ningaloo Reef, Australia

Located 650 nautical miles north of Perth, the Ningaloo Reef on Australia's west coast boasts one of the largest gatherings of whale sharks in the world. April heralds the peak season, with up to 400 of the majestic creatures gracing these waters. The first whale sharks tend to make their appearance along the Ningaloo Reef in the final days of March and continue feeding here until June. Despite their immense size (the largest recorded was 59 feet), whale sharks pose no threat to humans. Visitors can swim alongside the gentle giants, their huge mouths agape to feed on the spawning reef. Local guides and spotters are a good idea to maximize visitors' chances to encounter the whale sharks of Ningaloo.

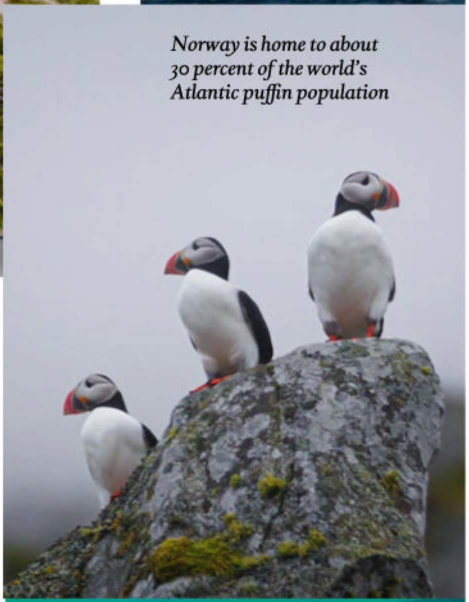
Extending for 186 miles and part of a marine reserve, the Ningaloo is one of the planet's largest near-shore reefs. In 2011, the mesmerizing biodiversity earned it a spot on the UNESCO World Heritage list. The reef is also home to manta rays, dugongs, orcas, sharks, turtles and large fish such as tuna and billfish. Superyachts can enter and explore the reserve with the correct permits.

> Extending for 186 miles, the Ningaloo is one of the largest near-shore reefs on the planet

PHOTOGRAPHY: GETTY IMAGES; ETHAN DANIELS/ALAMY STOCK PHOTO; CHRISTOPHER SCHOLEY; BREED MEDIA FOR FRASER YACHTS



The island of Lovund becomes the stage for a breathtaking natural spectacle as enormous whirls of puffins make their grand entrance



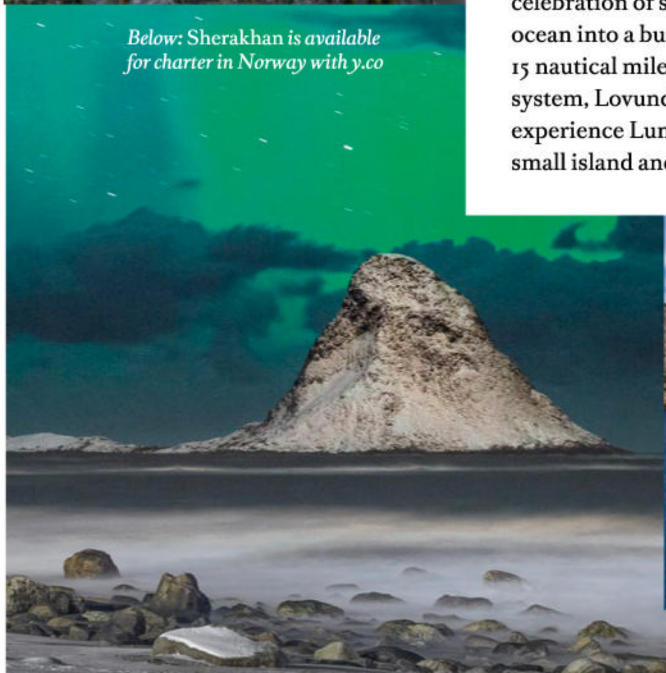
Norway is home to about 30 percent of the world's Atlantic puffin population

Lundkommer's Day, Lovund, Norway

Spring's arrival is a special time in Norway, heralding a season of celebration and transformation after the long, dark winter months. April ushers in milder temperatures and, in northern Norway, marks the beginning of the Midnight Sun, when daylight stretches uninterrupted until August. Among this season's many marvels is the mesmerizing event known as Lundkommer's Day, or "the puffins are coming day," celebrated annually on April 14. The island of Lovund becomes the stage for a breathtaking natural spectacle as enormous whirls of puffins make their grand entrance.

It occurs almost always on the same day each year. On Lundkommer's Day, these small seabirds return in the thousands, putting on aerial displays in synchronized formations. Over the summer, up to 300,000 puffins will nest on the tiny island of Lovund, which is crowned by the majestic 2,047-foot Lovundfjellet mountain. Lundkommer's Day is a celebration of spring and transforms the island from a quiet speck in the ocean into a bustling avian haven for the summer. Located approximately 15 nautical miles off Norway's serrated coast with its magnificent fjord system, Lovund has endless options for superyachts. Those who want to experience Lundkommer's Day by boat can simply drop anchor off the small island and watch the great swarms of puffins return to the island. ◾

Below: Sherakhan *is available for charter in Norway with* y.co



Voyage news

The latest must-have accessories, remote getaways and travel tips

SUIT UP FOR TAKE-OFF >

Savile Row style takes to the skies as Hackett London and Carl Friedrik's limited-edition luggage collab expands to include a navy and green cabin case, the Carry-on X. The 22-inch wheelie bag (right) has an integrated front pocket and is built with a hard-wearing aluminum frame and polycarbonate shell with a generous 43-liter frame. *$645, carlfriedrik.com*

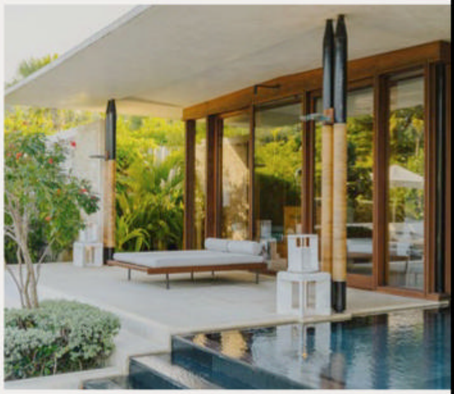
A PLUSH PIT STOP

The Fairmont Monte-Carlo started 2025 as a new hotel following an all-encompassing refurb. Situated on the Formula One circuit a stone's throw from Casino Square, the hotel celebrates its 50th anniversary with updated rooms and suites, new guest areas and renovated restaurants. *fairmont.com*

GROUNDTRUTH
PADI

WAVE OF CHANGE

Groundtruth has partnered with PADI to transform the traditional dry bag into a stylish series of submersible backpacks, totes and cross-body pouches called UNDA (Latin for wave). Crafted from 100 percent recycled materials, including fishing nets and plastic bottles, they're helping the planet, too. *groundtruth.global*



AMAN-WELL

Aman has set its sights on transformative wellness retreats across its portfolio with a series of new wellness workshops focused on mindfulness and relaxation. Amanera in the Dominican Republic is one of the properties taking on this wellness focus with programs designed to nurture physical, mental and emotional well-being. *aman.com*

ISLAND LIFE

Yachting hotspot Peter Island Resort in the BVIs has reopened its doors following a six-year transformation. The revitalized island resort now offers 52 rooms, suites and villas, just steps from the sea along the palm-tree-lined stretch of Deadman's Beach. *peterisland.com*

EXCLUSIVELY ONLINE

Looking for something new? Discover the finest hotels opening their doors this year: *boatinternational.com/destinations*

PHOTOGRAPHY: FAIRMONT MONTE CARLO; COURTESY OF AMAN; COURTESY OF PETER ISLAND

The Rock overlooks Freshwater Bay on the Isle of Wight's southwest shore on the English Channel

Chef's Secrets

Chef Steve Harris of The Rock on the Isle of Wight tells *Risa Merl* why the island is a British culinary hotspot

With 20 years in the industry, chef Steve Harris has worked at some of the UK's finest restaurants on and off the Isle of Wight, including the Michelin-starred Lords of the Manor in the Cotswolds. He now helms The Rock at the newly reopened Albion Hotel, following an $8 million refurbishment. With a passion for fresh ingredients and extensive knowledge of the island's local suppliers, he invigorates the UK island's dining with a farm- and sea-to-table menu.

Favorite fine dining on the Isle of Wight?

Smoking Lobster in Cowes, headed up by my friend and ex-chef Jake Storey. I love it for its high-end fusion cuisine, showcasing the freshest seafood and bold, creative flavors. The best dish must be their lobster brioche; it's unbeatable. The atmosphere is stylish yet relaxed, making it perfect for a special meal. The fish is sourced directly from the port, which is just 328 feet from the restaurant. And nothing beats The Rock for its uninterrupted waterfront views of the waves lapping at the towering rock formations in Freshwater Bay.

How does the Isle of Wight influence your menu?

Through its abundance of great local products – from fresh seafood to seasonal produce. A quintessential ingredient from the Isle of Wight is locally grown garlic, especially from The Garlic Farm. We use it for garlic-infused lamb or even a garlic butter seafood dish; both showcase the island's unique flavors.

Best spot for a picnic on the coast?

There's a little secluded beach in Bembridge where my wife and I love to take the kids. It is special because it's quiet and not well-known and the kids can run wild. It's a place full of happy memories for us – watching the kids play while enjoying the peaceful surroundings. I'd pack local cheese, fresh bread and Isle of Wight tomatoes, all sourced from the Farmer Jack's farm shop nearby. *albionhotel.co.uk*

Fresh farm and sea ingredients make up the menu at The Rock at the Albion Hotel

PHOTOGRAPHY: ALBION; CAPE GRACE

SEA SPA

CAPE GRACE, CAPE TOWN, SOUTH AFRICA

Where is it?

Cape Grace is set on a private quay on Cape Town's V&A Waterfront alongside the Zeitz Museum of Contemporary Art Africa. It opened almost three decades ago, but relaunched in 2024 as a Fairmont-managed hotel after a revamp by interior design studio 1508 London.

Why the hype?

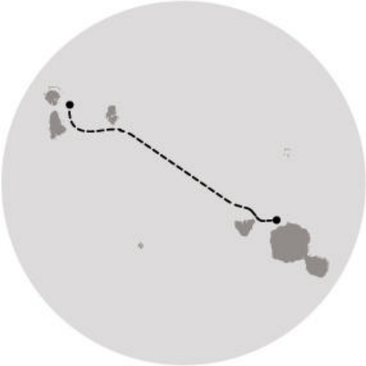
African influences are everywhere, from the curated art collection to the Heirloom restaurant, where everyday ingredients are elevated in dishes such as grilled tiger prawns with umqombothi (a traditional beer). The intimate spa has a new home upstairs from the outdoor pool, and there's a steam room, sauna and experience shower with invigorating jets.

What to have?

Treatments range from Esse skincare facials to anti-aging QMS Medicosmetics collagen resets. For a full-body therapy, opt for the signature Tranquillity massage with personalized cupping and a warm salt scrub and mud wrap. From the heated bed to being tucked under a light duvet after the scrub, the experience feels deeply cocooning.

Best by boat?

For guests arriving by water, the V&A Waterfront can accommodate yachts up to 550 feet. *capegrace.com*

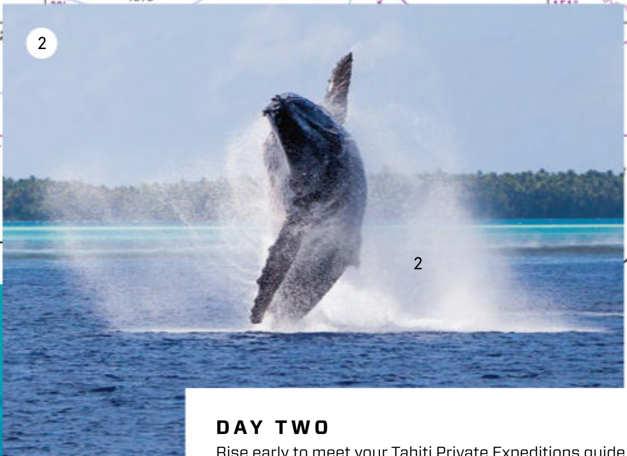


French Polynesia

Captain Brett Woodford of 157-foot *Big Sky* threads a spellbinding trip around French Polynesia to show off the region's abundant marine life

DAY ONE

Arrive in Papeete, the capital of Tahiti, and let the crew welcome you on board *Big Sky* with a refreshing cocktail. The yacht will weigh anchor and cruise 18 nautical miles to the island of Moorea, dropping anchor in Cook's Bay. In the afternoon, snorkel with the stingrays and spot juvenile blacktip reef sharks in the shallows.

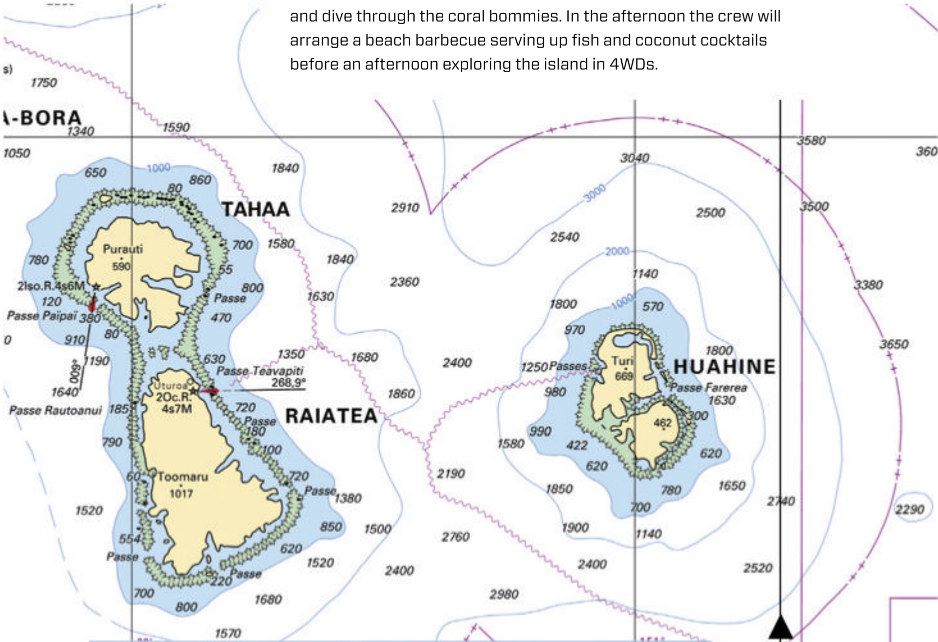


DAY TWO

Rise early to meet your Tahiti Private Expeditions guide, who will take guests to see the island's humpback whale population that migrates around the Polynesian islands. Stop to swim and snorkel the inner lagoon of Moorea. After dinner *Big Sky* will up anchor and cruise 90 nautical miles on an overnight crossing to the island of Huahine.

DAY THREE

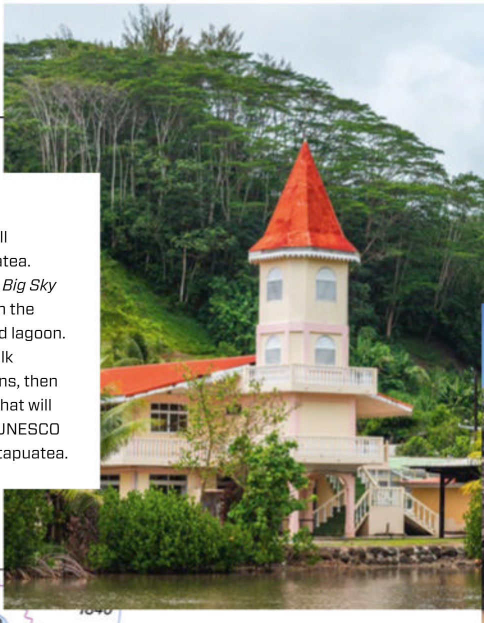
Enjoy morning coffee on the sundeck as the yacht draws into the turquoise lagoon of Huahine. With kaleidoscopic marine life weaving among the coral gardens just yards from the stern, guests can float and dive through the coral bommies. In the afternoon the crew will arrange a beach barbecue serving up fish and coconut cocktails before an afternoon exploring the island in 4WDs.

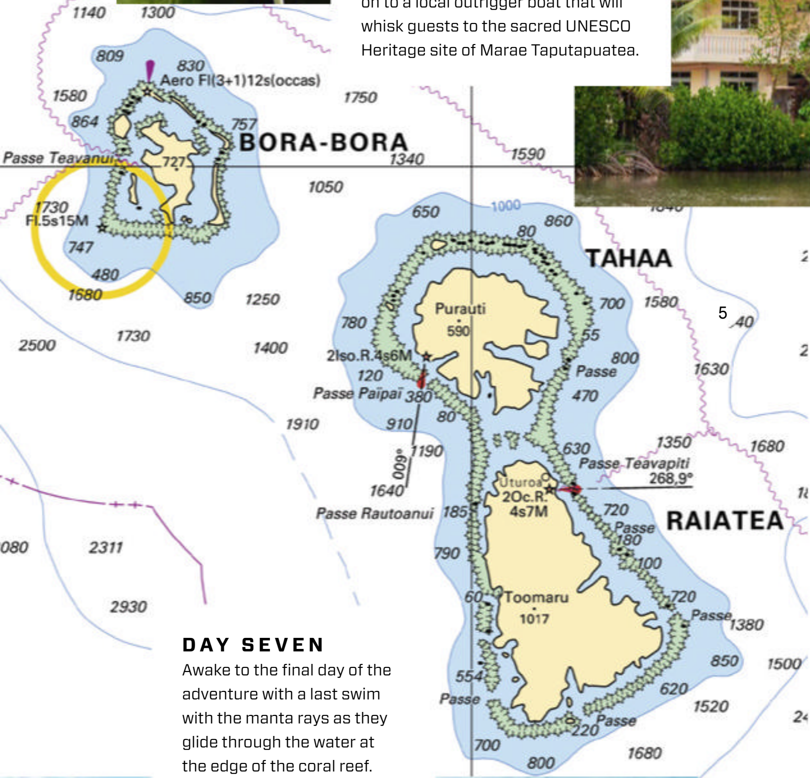


PHOTOGRAPHY: GETTY IMAGES; GEROLD GROTELUESCHEN/ ALAMY STOCK PHOTO; ONLY FRANCE/ALAMY STOCK PHOTO; BIG SKY. MAP: SHOM (SERVICE HYDROGRAPHIQUE ET OCÉANOGRAPHIQUE DE LA MARINE)

DAY FOUR

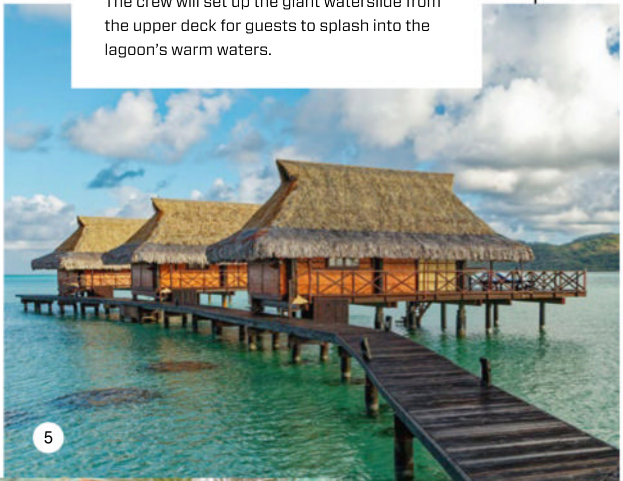
After breakfast, the yacht will relocate to the island of Raiatea. Following a two-hour cruise, *Big Sky* will drop anchor in an inlet on the eastern side of the protected lagoon. Head to shore for a short walk through the botanical gardens, then on to a local outrigger boat that will whisk guests to the sacred UNESCO Heritage site of Marae Taputapuatea.




BORA-BORA
Aero Fl(3+1)12s(occas)
Passe Teavanui
Fl.5s15M
TAHAA
Purauti
590
2Iso.R.4s6M
Passe Paipai
Passe
Passe Rautoanui
Passe Teavapiti
268,9°
Uturoa
2Oc.R.
4s7M
RAIATEA
Passe
Toomaru
1017
Passe
Passe
Passe
5

DAY FIVE

In the morning *Big Sky* will cruise north from Raiatea for two hours through the inner lagoon's crystalline waters to the island of Taha'a. Here guests can explore the coral gardens while drift snorkeling or on jet skis. The crew will set up the giant waterslide from the upper deck for guests to splash into the lagoon's warm waters.

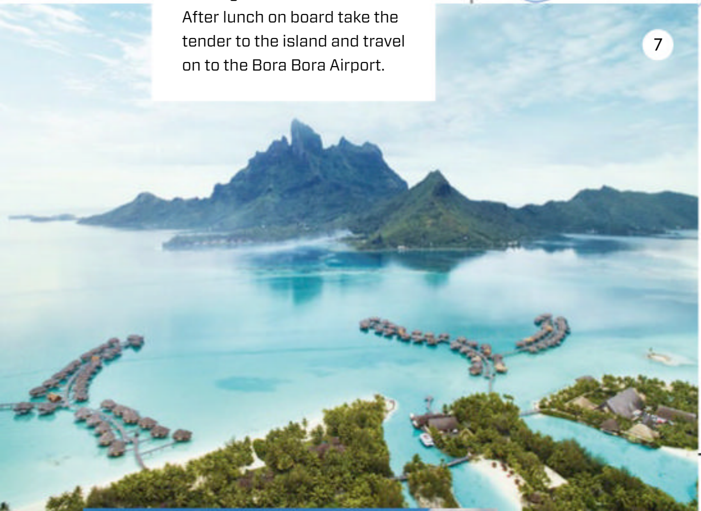


DAY SIX

Departing Taha'a through the western break in the lagoon's reef gives the chance to spot humpback whales, which typically reside near the surface, as *Big Sky* cruises to Bora Bora. Explore coral gardens that are bursting with marine life including turtles and manta rays.

DAY SEVEN

Awake to the final day of the adventure with a last swim with the manta rays as they glide through the water at the edge of the coral reef. After lunch on board take the tender to the island and travel on to the Bora Bora Airport.



Big Sky *is available to charter with thesuperyachtpeople.com*

Moravia
YACHTING

HBC

The standout feature of this striking superyacht is surely her stylish beach club, which resides beneath a glass-bottomed pool and extends across fold-down platforms that provide a terrace at the water's edge. She's a top choice for foodies with a fantastic TV-star chef onboard, and guests love the variety of social spaces. HBC operates with a crew of 28 and is available for charter in Mediterranean from May through to October.

85.65m (281') | 2009/2024 | Abeking & Rasmussen | 12 Guests | From **€850,000,000 per week**

+1 954 235 3381 | enquire@moraviayachting.mc

A SALT WEAPON

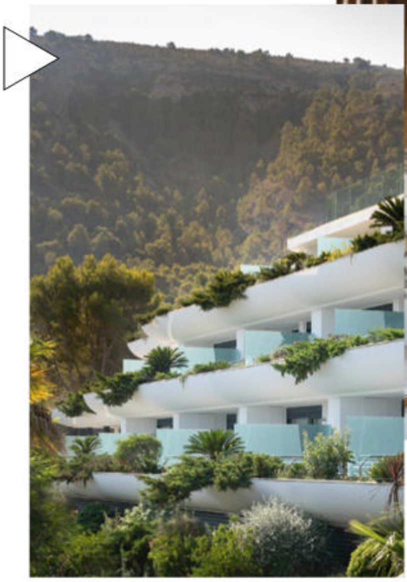
Delivered in 2024, A SALT WEAPON is one of the newest yachts available for charter. An Ocean Alexander 35P, and the first of their Puro series, this 113′ 5″ (34.6m) motor yacht offers luxurious comfort, superyacht style, and all the lifestyle amenities to make for an incredible charter experience. A SALT WEAPON is available for charter along Florida's west coast and the Bahamas.

34.57m (113' 5') | 2024 | Ocean Alexander | 10 Guests | From **$110,000,000 per week**

+1 954 235 3381 | enquire@moraviayachting.mc

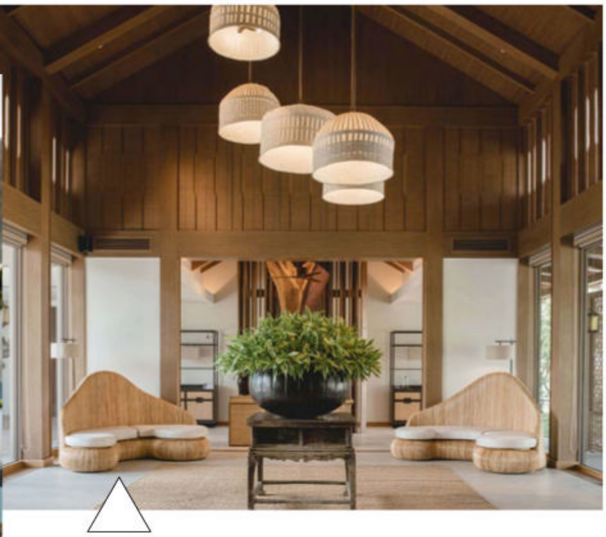
VOYAGE Edit

COASTAL WELLNESS RESORTS



SHA WELLNESS CLINIC, ALICANTE, SPAIN

Employing a blend of scientific and natural medicine, the SHA Wellness Clinic is a coastal sanctuary offering transformative experiences designed to help achieve and sustain an optimal state of health. With a focus on nine pillars of well-being, including nutrition, cognitive stimulation and emotional health, the clinic fosters the development of healthy habits and provides body resets for long-lasting results. *shawellness.com*



RAKXA INTEGRATIVE WELLNESS, THAILAND

Situated on the lush island of Bang Krachao, near Bangkok, RAKxa is an all-encompassing wellness and medical retreat that assists guests in achieving a balance between body, mind and lifestyle. It combines integrative diagnostics and treatments across a variety of areas, from weight management to hormonal re-balance. *rakxawellness.com*

LANSERHOF SYLT, GERMANY

With an exceptional reputation in the luxury wellness world, Lanserhof Sylt is a longevity clinic dedicated to preventative health, regeneration and body optimization. Nestled amid the dunes of the Wadden Sea, this intensive medical retreat offers programs centered on longevity, fasting and stress resilience. *lanserhof.com*

ZEM WELLNESS CLINIC, ALTEA, SPAIN

Zem Wellness made its debut early this year on the Spanish coastline at Altea. Embracing state-of-the-art medical technology, the ZEM Clinic offers an impressive array of services with 25 specialties and 32 medical practices, including comprehensive body scans, tailored nutrition plans and cognitive diagnostics. Guests can choose between programs ranging from a three-night Essential Program to customized stays of between seven and 21 nights. *zemaltea.com*

PHOTOGRAPHY: ZEM WELLNESS CLINIC ALTEA; COURTESY OF SHA; ALEXANDER HAIDEN; ADOBE STOCK; COURTESY OF RAKXA

EDITED BY Georgia Boscawen

NEW CA
WORK HARD. BE SUCCESSFUL.
Go someplace where none of that matters.

PROJECT

MASTER

70m › 228′ › ICON YACHTS › 2027

A mission-driven package that features proven design, high-quality construction, low emissions and competitive pricing. MASTER was conceived with the goal of being the most capable explorer yacht on the planet, purpose-built for far-flung voyages in total luxury. Formidable at 2,801 GT and equipped with state-of-the-art hybrid-diesel electric propulsion, eVSP propellers and stabilization, MASTER is exceptionally maneuverable, stable and quiet with a 6,700nm range.

ASKING PRICE: € 99,500,000

STUART.LARSEN@FRASERYACHTS.COM
+1 954 328 6553

DENNISF@FRASERYACHTS.COM
+33 6 07 04 26 60

SPECIAL FEATURES

- Hybrid Diesel-Electric propulsion
- Two electric Voith Schneider propellers
- 5 Scania generators with Tier IV ready exhaust treatment
- Polar Code C certification for Arctic cruising
- Dynamic Positioning
- Commercially certified helideck for 4.3-ton helicopter
- 2 x 11.75m/38′ tenders
- Espen Øino exterior and Winch Design interior
- Private Owners Deck, two VIP and three guest suites

Leave your mark on the final stages of this conversion and take delivery in 2027.

FRASER

SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 20 OFFICES WORLDWIDE
FRASERYACHTS.COM

VIBRANCE *view at PBIBS*
49m › 161′ › AMELS › 2004/2019
$ 20,250,000*
JOSHG@FRASERYACHTS.COM
+1 954 629 7435

NEW PRICE

ROCHADE *view at PBIBS*
48m › 156′ › DELTA MARINE › 2011/2022
$ 19,975,000 › US DUTY PAID
JOSHG@FRASERYACHTS.COM
+1 954 629 7435

CALLIOPE *view at PBIBS*
43m › 142′ › RICHMOND YACHTS › 2007/2022
$ 12,900,000
STUART.LARSEN@FRASERYACHTS.COM
+1 954 328 6553

4*PUPPIES *view at PBIBS*
40m › 130′ › PALMER JOHNSON › 2003/2022
$ 5,950,000
JOSHG@FRASERYACHTS.COM
+1 954 629 7435

LA LUNA *view at PBIBS*
34m › 111′ › SANLORENZO › 2021
$ 11,950,000*
JOSHG@FRASERYACHTS.COM
ALEX.KRIK@FRASERYACHTS.COM

D'NICE *view at PBIBS*
28m › 92′ › ALLSEAS YACHTS › 2010
$ 4,500,000 › US DUTY PAID
TREVORC@FRASERYACHTS.COM
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Fraser at
PBIBS

Palm Beach International Boat Show
March 19-23

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VIEW AT PBIBS

BRAVADO

45m › 147′ › ABEKING & RASMUSSEN › 2004/2024

Precision-Built World Cruiser

View at the Palm Beach International Boat Show, March 19-23.

BRAVADO combines superior German craftsmanship with supreme elegance. Built by Abeking & Rasmussen, she has undergone major upgrades, including her 2024 refit and 20-year Lloyd's class survey. At 499GT, she offers expansive interiors with a full-beam Master Suite with a private gym, a full-beam VIP, and four guest staterooms. Engineered for long-range voyages with exceptional fuel efficiency, BRAVADO is built to explore the world. Her sundeck features a Jacuzzi, bar, and lounging areas, while her upgraded bridge with ECDIS and insulated generator room ensure smooth, quiet operation. Boasting a proven cruising record, she is the ideal choice for an owner seeking adventure and comfort.

ASKING PRICE: € 16,500,000* › EU VAT PAID
ANTOINE.LARRICQ@FRASERYACHTS.COM
+33 6 78 63 61 72

FRASER

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Fraser at PBIBS

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ASCENTE

ASCENTE
34m › 112′ › CUSTOM › 1994/2017
$ 2,600,000*
MATTHEW.MARTIN@FRASERYACHTS.COM
+1 604 209 9791

Built on a Westport Hull 7600 Series with Greg Marshall exterior design and custom interior. Spacious accommodations for 12 guests and 6/7 crew. Great investment opportunity. Proven in the Pacific Northwest.

BUFFALO NICKEL

BUFFALO NICKEL
24m › 78′ › CIRCA MARINE › 2018
$ 3,995,000*
JAMES.NASON@FRASERYACHTS.COM
MATTHEW.MARTIN@FRASERYACHTS.COM

Designed by Steve Dashew, interior by Sylvia Bolton, built by Circa Marine in NZ; engineered for long-distance cruising incorporating efficiency, speed, safety, and reliability. An amazing 4,000nm range at 10 knots.

FRASER

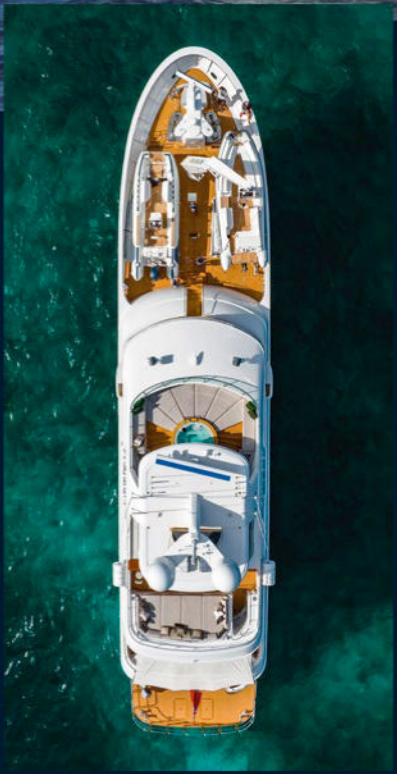
SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW | 20 OFFICES WORLDWIDE
FRASERYACHTS.COM

**Not offered for sale or charter to U.S. residents while in U.S. waters.*

NEW PRICE

ZeXPLORER

41m › 133′ › NEWCASTLE MARINE › 2013/2022



A Proven Masterpiece of Exploration

ZeXPLORER is a luxurious explorer, designed for those who seek the world's most extraordinary destinations. This proven ice-strengthened yacht, built in 2013 and refitted to perfection from 2020-2022, combines advanced engineering with unmatched elegance. A stunning redesign by Christina Norris, ZeXPLORER offers 430GT of space, accommodating 12 guests in a superb six-stateroom layout, plus 8 crew.

Powered by twin Caterpillar C32 engines and equipped with Quantum Zero Speed Stabilizers, ZeXPLORER ensures effortless cruising across all waters. Ready to conquer distant horizons, her expansive tender deck invites you to explore the world's most remote shores in ultimate comfort and style.

ASKING PRICE: $ 14,450,000 › US DUTY PAID

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+1 305 491 2211

ANTOINE.LARRICQ@FRASERYACHTS.COM
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MOONEN 122 MARTINIQUE

122' 8" (37.38m) I MOONEN YACHTS I APRIL 2025 I €25,500,000

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RICHARD GRAY • RGRAY@IYC.COM • +44 7717 098415

IYC + MOONEN YACHTS

Global Partnership

ON DISPLAY
AT PBIBS 2025

MOONEN 110 MUSTIQUE

111' 8" (34.03m) I MOONEN YACHTS I 2023 I $16,900,000

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RICHARD GRAY • RGRAY@IYC.COM • +44 7717 098415

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VISIT IYC.COM

ON DISPLAY
AT PBIBS 2025

ATOMIC

209' (64m) I VSY I 2020 I $58,000,000

MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

ON DISPLAY
AT PBIBS 2025

TC

132' (40m) | SUNSEEKER | 2020 | $15,500,000

MATTHEW STONE
MSTONE@IYC.COM • +1 954 854 6153

ON DISPLAY
AT PBIBS 2025

CARTE BLANCHE

161' (49m) I CHRISTENSEN I 2009 (2023) I $24,900,000

MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

ON DISPLAY
AT PBIBS 2025

JE REVIENS

112' (34m) I OCEAN ALEXANDER I 2018 I $12,250,000

MICHAEL RAFFERTY
MRAFFERTY@IYC.COM • +1 561 758 5608

ON DISPLAY
AT PBIBS 2025

TANZANITE

145' (44m) | WESTSHIP | 2004 (2023) | $8,900,000

MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

ON DISPLAY
AT PBIBS 2025

GOLDEN OURS

86' (26m) | SUNSEEKER | 2019 | $4,399,999

KERRY ILER •
KERRY@IYC.COM • +1 561 714 8013

ON DISPLAY
AT PBIBS 2025

OCEANIC 143

143' (43m) | CANADOS | 2023 | $23,500,000

MARK ELLIOTT
MARK@IYC.COM • +1 305 794 1167

KEVIN BONNIE
KBONNIE@IYC.COM • +33 6 16 39 19 59

ON DISPLAY
AT PBIBS 2025

MONCRII

85' (26m) | PACIFIC MARINER | 2013 (2022) | $4,100,000

MICHAEL RAFFERTY
MRAFFERTY@IYC.COM • +1 561 758 5608

THE INTERNATIONAL YACHT COMPANY

YACHT SALES | CHARTER | MANAGEMENT | CREW | INSURANCE

IYC.COM | INFO@IYC.COM

IYC

WEDGE TOO

For Sale | 65.00m (213' 3") | Feadship | 2002 | €49,500,000
Alex Lees-Buckley | +33 6 11 50 07 16 aleesbuckley@camperandnicholsons.com

VIEW AT THE PALM BEACH INTERNATIONAL BOAT SHOW

MOCA

For Sale | 63.50m (203' 4") | Benetti | 2015 (2024) | $42,000,000
Fernando Nicholson | +1 305 776 3096 fnicholson@camperandnicholsons.com

SEA HUNTRESS

For Sale | 55.00m (180' 5") | De Vries, Feadship | 1997 | €26,750,000
Alex Lees-Buckley | +33 6 11 50 07 16 aleesbuckley@camperandnicholsons.com
Gaston Lees-Buckley | +33 6 19 02 64 36 gleesbuckley@camperandnicholsons.com

ATTITUDE

For Sale | 40.60m (133') | Baglietto | 2022 | €23,500,000
Fernando Nicholson | +1 305 776 3096 fnicholson@camperandnicholsons.com
Rodrigo Nicholson | +1 305 510 1004 rnicholson@camperandnicholsons.com

TAKU

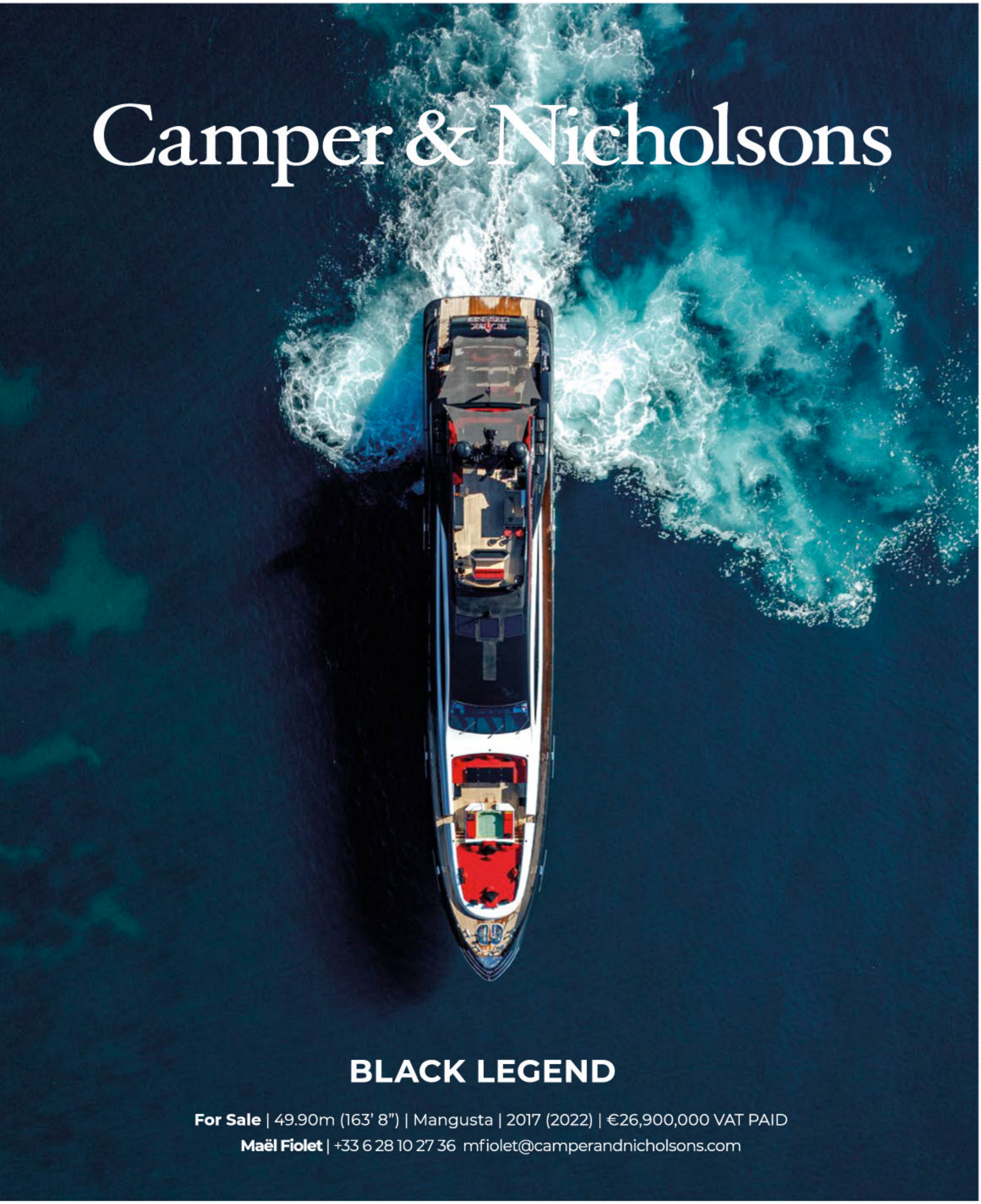
For Sale | 33.50m (109' 10") | Riva | 2024 | €13,800,000
Della Pearce | +65 93 88 87 45 dpearce@camperandnicholsons.com

EL MIRAR II

For Sale | 33.53m (110') | Horizon Yachts | 2007 (2018) | $4,395,000
Rodrigo Nicholson | +1 305 510 1004 rnicholson@camperandnicholsons.com

Europe | North America | Middle East | Asia

camperandnicholsons.com



Camper & Nicholsons

BLACK LEGEND

For Sale | 49.90m (163' 8") | Mangusta | 2017 (2022) | €26,900,000 VAT PAID

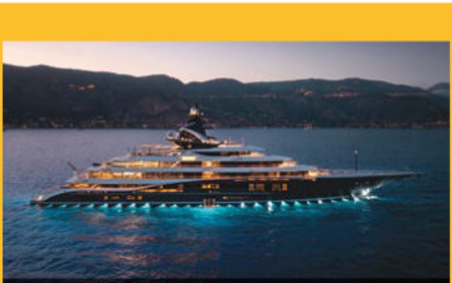
Maël Fiolet | +33 6 28 10 27 36 mfiolet@camperandnicholsons.com

MORAN
YACHT & SHIP

TASIA **158' (48m) Feadship | FOR SALE**

The 158' Feadship TASIA (formerly GITANA) is offered for sale in turnkey condition following a comprehensive refit finishing in 2024. The extensive work includes new paint, an engineering overhaul, and a complete interior refit, making her truly ready for immediate enjoyment.

MORANYACHTS.COM | SALES@MORANYACHTS.COM | +1 954.768.0707


400' (122M) LURSSEN | KISMET *DELIVERED

377' (115M) LURSSEN | AHPO *DELIVERED

350' (106.7M) OCEANCO | BLACK PEARL *DELIVERED

337' (103M) LURSSEN | JASSJ *UNDER CONSTRUCTION

311' (95M) LURSSEN | CC-SUMMER *FOR CHARTER

295' (90M) LURSSEN | PHOENIX II *DELIVERED

279' (85.1M) LURSSEN | SOLANDGE *DELIVERED

223' (68M) CRN | PROJECT 146 *UNDER CONSTRUCTION

219' (67M) CRN | AMOR A VIDA *UNDER CONSTRUCTION

201' (61M) LURSSEN | MARGUERITE *FOR SALE AND CHARTER

200' (61M) ROYAL HAKVOORT | ASIA *DELIVERED

196' (60M) AMELS | ENTOURAGE *FOR CHARTER

163' (50M) MANGUSTA | FELICITÀ *FOR SALE

151' (46M) BAGLIETTO | MEDIALLY *FOR SALE & CHARTER

131' (40M) FEADSHIP | LADY SANDALS *FOR SALE

118' (36M) AB YACHTS | FIVE WAVES *FOR SALE

93' (28.5M) RIVA | MEMORIES *FOR SALE & CHARTER

55' (16.8M) WAJER 55S | TW12VE ANGELS FOR SALE

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MARINE | 1945

FEATURED YACHTS

INVICTUS \\\ 2006 123' PALMER JOHNSON

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+1.216.272.0095 peter.hopwood@alliedmarine.com

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DOUBLE UP \\\ 2024 33M CUSTOM LINE NAVETTA

SEAN FENNIMAN
+1.772.260.1628 sean.fenniman@alliedmarine.com

NORTHLAND \\\ 2017 104' BURGER

SEAN FENNIMAN
+1.772.260.1628 sean.fenniman@alliedmarine.com

BAD DADDY \\\ 2005 94' HORIZON

SEAN FENNIMAN
+1.772.260.1628 sean.fenniman@alliedmarine.com

RISE ABOVE III \\\ 2023 RIVA ARGO 90'

THOMAS KNUTSON
+1.631.796.9098 thomas.knutson@alliedmarine.com

OUR TRADE \\\ 2021 RIVA FOLGORE 88'

PETER HOPWOOD
+1.216.272.0095 peter.hopwood@alliedmarine.com

TORTUGA \\\ 1999 82' MONTE FINO

CHRIS HOLTZHEUSER
+1.954.868.9755 chris.holtzheuser@alliedmarine.com

PHOENIX RISING \\\ 2017 82' PERSHING

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MARINE | 1945

FEATURED YACHTS

\\\ 2019 780 FERRETTI

BILL SHEWBRIDGE
+1.954.303.4033 bill.shewbridge@alliedmarine.com

CETACEA \\\ 2008 74' MOCHI CRAFT

COLE WATKINS
+1.863.514.3752 cole.watkins@alliedmarine.comm

CALMA \\\ 2023 FERRETTI 720

SEAN FENNIMAN
+1.772.260.1628 sean.fenniman@alliedmarine.com

BAD DADDY \\\ 2018 70' PERSHING

SEAN FENNIMAN
+1.772.260.1628 sean.fenniman@alliedmarine.com

ONLY ONE \\\ 2020 FERRETTI 670

THOMAS KNUTSON
+1.631.796.9098 thomas.knutson@alliedmarine.com

GRAVITAS \\\ 2018 68' SUNSEEKER

GARY GOLDMAN
+1.954.330.8958 gary.goldman@alliedmarine.com

RISE ABOVE \\\ 2014 64' LAZZARA

TYLER APPLEBY
+1.305.965.1206 tyler.appleby@alliedmarine.com

HOLLY ANN \\\ 2010 64' VICEM

THOMAS KNUTSON
+1.631.796.9098 thomas.knutson@alliedmarine.com

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SEE AT Palm Beach Show
for Sale & Charter

257'/78m A&R 2011 **AMARYLLIS***

236'/72m Tankoa 2018/2023 **CASINO ROYALE***

SEE AT Palm Beach Show
for Sale & Charter

221'/68m Icon 2010/2020 **LOON***

for Sale & Charter

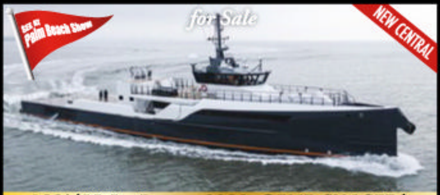
208'/64m Benetti 2006 **LIONESS V***

for Sale & Charter

197'/60m Lurssen 2010/2024 **BELLA VITA***

SEE AT Palm Beach Show
for Sale

190'/58m A&R 2007/2023 **AMARAL***


SEE AT Palm Beach Show
for Sale
NEW CENTRAL

182'/55.5m Damen 2020 **GENE CHASER***

SEE AT Palm Beach Show
for Sale

180'/55m Amels 2013 **GENE MACHINE***

SEE AT Palm Beach Show
for Sale & Charter

164'/50m Proteksan 2002/2022 **MOSAIQUE***

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SEE AT Palm Beach Show
for Sale & Charter

171'/52m Amels 2004/2024 **NITA K II***

SEE AT Palm Beach Show
for Sale & Charter

154'/47m Dunya 2024 **KING BENJI***

SEE AT Palm Beach Show
for Sale & Charter

138'/42m Richmond 2004/2023 **MISS STEPHANIE**

SEE AT Palm Beach Show
for Sale & Charter

131'/40m Sunseeker 2010/2023 **ABOUT TIME***

for Sale & Charter

130'/40m Christensen 1993/2022 **SWEET ESCAPE**

for Sale & Charter

121'/37m Benetti 2013 **NAMASTE**

SEE AT Palm Beach Show
for Sale & Charter

(2) 100'/30m Hatteras 2003 & 2005

SEE AT Palm Beach Show
for Sale

95'/28m Sunseeker 2018 **KARILLIAN & CO.**

SEE AT Palm Beach Show
for Sale

85'/26m Pacific Mariner 2008/2023 **LADY B**

IN BOAT SHOW OR IN THE AREA

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377′/115m LURSSEN 2003/2025 PELORUS

SEE AT
Palm Beach Show

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332′/101m WYG 2010 ATTESSA IV

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ALUNYA

- 49.9m (163'9")
- Benetti
- 2023
- 10 Guests
- 5 Cabins

M

- 47m (154'2")
- Sanlorenzo
- 2024
- 12 Guests
- 5 Cabins

TWW YACHTS

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NEVER SAY NEVER AGAIN

- 36.9m (121’1”)
- Benetti
- 2022
- 10/12 Guests
- 5/6 Cabins

EMERALD

- 50.4m (165’4”)
- Feadship
- 1990/2023
- 12 Guests
- 6 Cabins

SALES & PURCHASE | CHARTER | MANAGEMENT | NEW BUILD

AMARYLLIS

78.43m (257' 4") | Abeking & Rasmussen | 2011 | 12 Guests | €84,000,000 Ex VAT

AMARYLLIS boasts an award-winning design and build pairing, and the yacht has been maintained to exceptional standards by an experienced crew. A superyacht of notable pedigree, her Art Deco-inspired interior really is a show stopper. Every detail of this yacht has been considered with meticulous care, and the result is a striking superyacht of superlative finesse and style.

Yacht Sales | Yacht Purchase | Yacht Charter
Adam Papadakis | +377 6 78 63 39 90 | adam.papadakis@moraviayachting.mc
Monaco | Fort Lauderdale | Palm Beach | Palma

Prices are converted into the selected currency for comparison purposes only and based on current exchange rate. All particulars are believed correct and given in good faith, but cannot be guaranteed.

Moravia
YACHTING

NEW CENTRAL AGENCY

ETERNITY

65m (213' 4") | Codecasa | 2010/2022 | 14 Guests | €35,000,000 Ex VAT

ETERNITY is a 65m steel-hulled superyacht of exceptional style. Arguably the flagship of the Codecasa shipyard, she features a Bahamas-esque interior and boasts expansive, versatile decks spaces. Highlights of ETERNITY's design include a sun deck gym, a private balcony off the master suite, a central elevator connecting all decks, and a six-metre Jacuzzi pool.

Yacht Sales | Yacht Purchase | Yacht Charter
Adam Papadakis | +377 6 78 63 39 90 | adam.papadakis@moraviayachting.mc
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ONLINE AUCTION

Ft. Lauderdale, Florida

150′ (45.73m) Christensen 2005/2022

Online Auction: 12 March – 9 April • Listed for $10.9M
Bidding Opens $4M

Crafted by American shipyards, Christensen and Palmer Johnson, IONIAN PRINCESS received a comprehensive refit in 2021/2022. Reimagined interior, brand new CAT C-32 ACERT diesels with 125 hours, rebuilt gennys, 6/7 staterooms.

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399 SE 18th Court | Fort Lauderdale, FL 33316

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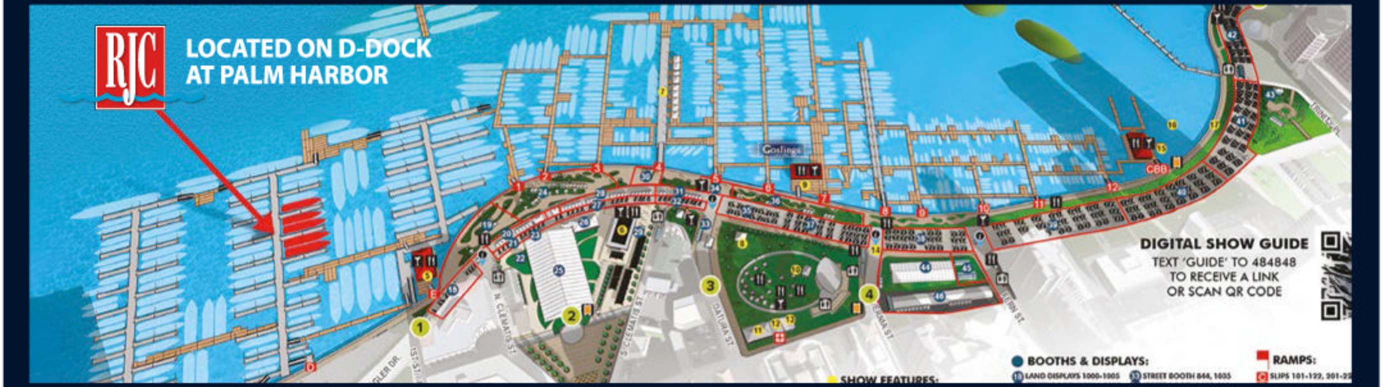
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LAND DISPLAYS 1000-1005
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Please join us at the Palm Beach International Boat Show, March 19th-23rd.

RJC Yachts will be located on D-Dock at Palm Harbor and will be featuring yachts ranging from 80' to 163'.

SEE IN SHOW!
Lady Elaine

LADY ELAINE, 163' 2008 Christensen TDMY

AQUASITION, 142' 2010/18 Trinity TDMY

SEE IN SHOW!
Reflections

REFLECTIONS, 124' 1999/21 Christensen MY

MURPHY'S LAW, 124' 1998/22 Delta TDMY

TRANQUILITY, 85' 2012 Pacific Mariner

TOP SHELF, 80' 2007 Hatteras MY

For information on our charter fleet, please contact Nicole Caulfield at 954-525-3886 or at charters@rjcyachts.com

163' Lady Elaine	$225k/wk
157' Miss Christine	$165k/wk
150' Sonician	$150k/wk
147' M3	$145k/wk
145' Relentless	$150k/wk
142' Aquasition	$150k/wk
140' Never Enough	$99k/wk
130' King Of Fun	$120k/wk
130' Blue Time	$120k/wk
130' Memento Vivere	$120k/wk
124' Reflections	$70k/wk
124' Murphy's Law	$70k/wk
124' Camille	$85k/wk
118' True North	$60k/wk
116' Whisper	$75k/wk
112' Now or Never	$65k/wk
108' Alandrea	$80k/wk
100' A Place in the Sun	$50k/wk
85' Tranquility	$45k/wk
82' Qara	$46k/wk

W

FEADSHIP
2013 (2020) | 189' 0" / 57.60M
10 GUESTS | **€42.5M EUR** (US DUTY PAID)
ANDREW BOND
+44 7734 405944
AHB@EDMISTON.COM

DOMANI

BENETTI
2016 | 147' 8"/ 45M
12+2 GUESTS | **€23M EUR**
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HANNAH WOLSTENHOLME
+1 786 977 4358
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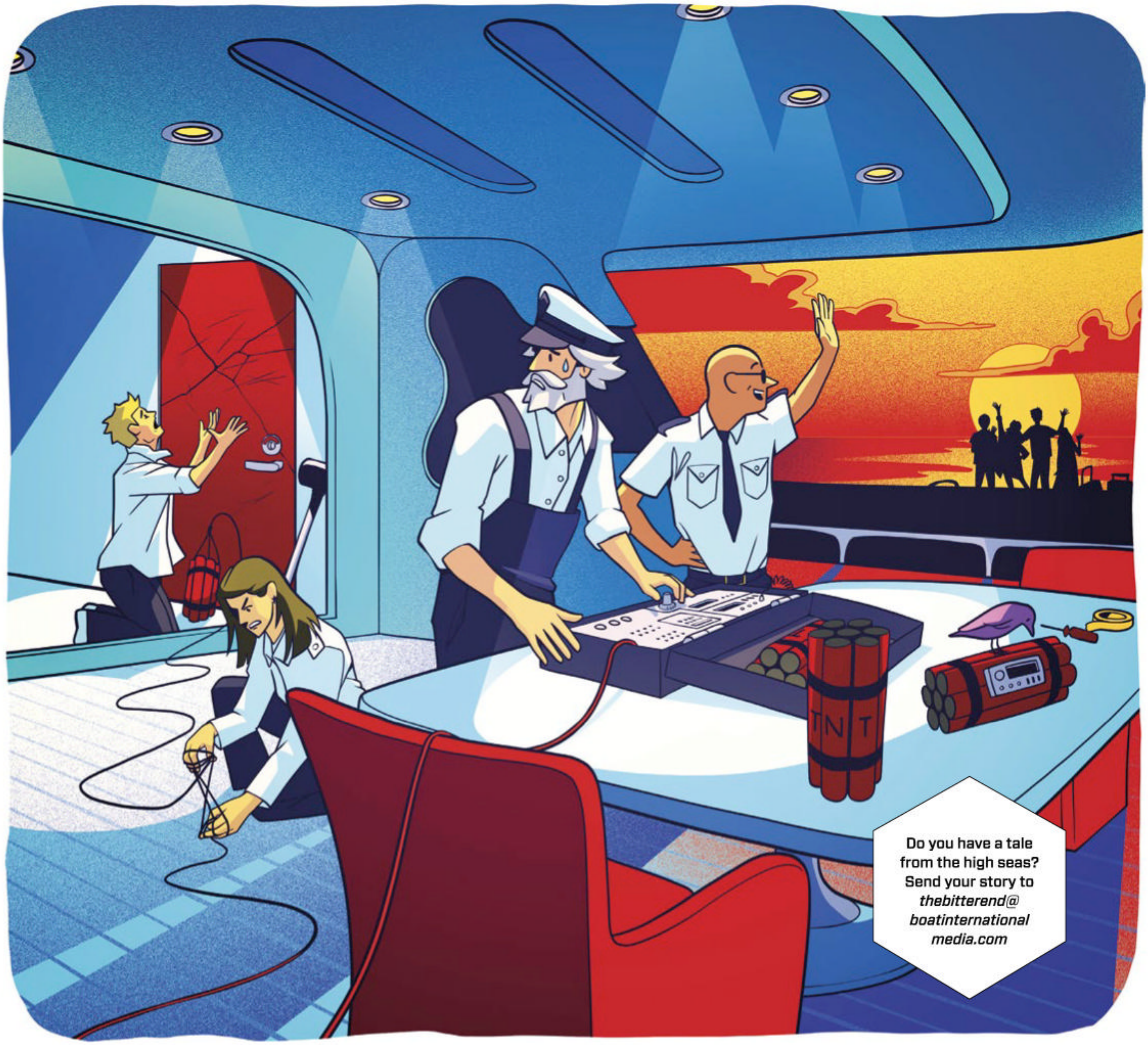

Do you have a tale from the high seas? Send your story to *thebitterend@boatinternationalmedia.com*

"One charter guest locked herself in a dayhead and refused to come out"

Few people are pleased when the end of their superyacht charter draws near, but I once had a guest on my yacht who took things to the next level. When the time to disembark drew near, I received a worried phone call from my captain. One woman, he reported, was so keen to stay on that she'd locked herself in one of the heads and was refusing to come out. No amount of coaxing from the crew could persuade her to open the door! "What should I do?" he asked me. "We've tried for hours – and the next group of guests is arriving really soon!" Well, dear reader, there was simply no choice. To paraphrase Michael Caine's character in *The Italian Job*, we had to blow the bloody doors off... ◘

AS TOLD TO Charlotte Hogarth-Jones **ILLUSTRATION** Dr. COLOD

Monday to Thursday business meetings in **PHOENIX 2**. A six-hour executive board meeting at the company's **GLOBAL** HQ on Friday, and next week the same again, jetting from one meeting to the next – always **AVANTI**, AVANTI!
And then finally:
Vacations with my family. A week off, just us: my wife **VALERIE** and our kids. What a contrast, what an **OASIS** of peace. Our son **RONIN**, an **ACE** in sports, in the **CORAL OCEAN** all day long – windsurfing, wakeboarding, kitesurfing. Our daughters **AMADEA** and **TITANIA** enjoying their school holidays on board the spacious yacht, too. My wife and I, swimming in the main deck's infinity pool, and later indulging in **A+** quality dining. In the evenings, we'd go down to the cinema to watch movies, or we'd sit on deck, looking into the starlit sky over the **PACIFIC.** We'd wake up the next morning, pampered by the **RISING SUN**'s first warm beams. Tell you what – the opportunities to recharge the batteries were simply **LIMITLESS**!

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